

29



# Scrap Book

72-77a-P.F.M.  
#29  
Organizations VIII  
State  
Federal







Organizations

VI.

State  
Federal







# Records Begun in 1706

By ARTHUR J. QUINN

Standard-Times Staff Writer

NANTUCKET, June 14—There are many historical sites and relics on this island opened to the full view of Summer residents and tourists.

The splendid collection at the Whaling Museum, that still can arouse a desire for adventure in the hearts of men and women who gaze upon them wide eyed, is one that comes to mind.

The little cottages that stand huddled together today, just as they did in pre-revolutionary times, outside the village square, in Sconset, are an important historic attraction.

## Sail Arms Still Operate

And there is also the Old Mill, on Mill Hill, with its brightly red painted sail arms that still operate.

These are all available to the full view of all who come here.

But there are other historical articles few ever see, perhaps never even think of them being in existence.

They are relics that pre-date the Revolutionary War by 69 years.

## Records Before War

One in particular are the official records of what is now the Nantucket County Probate Court, presided over by Judge Jeremiah J. Sullivan. They were begun on Aug. 29, 1706 by Register of Probate Peter Folger, when Nantucket was a part of the Massachusetts Bay Colony.

These precious records, all written in longhand by Mr. Folger and his many successors, until the advent of the typewriter, a comparatively short time ago, and bound with a sheepskin cover are presently under the guardianship of Register of Probate John J. Gardner 2d, and his secretary, Mrs. Irene Smith.

They are on file in a steel and cements vault, the doors of which have double locks, more as a protection against fire than possible theft, in the second floor offices of the Probate Court, located in the old red brick town and county office building on Union Street.

These historical records have been so carefully handled that they are in just as good condition today as when they were prepared. Rarely are they asked for, but when they are Mr. Gardner and Mrs. Smith make it a point to be close by to make certain they are not handled in a manner that



—Standard-Times Staff Photo

**A PRECIOUS RECORD**—Register of Probate John J. Gardner 2d, and his secretary, Mrs. Irene Smith, are shown looking at the will of his ancestors, recorded in the first record book started in Nantucket Probate Court in 1708. There are many such precious pre-Revolutionary War legal documents on file in the courts here.

could result in damage to one of the pages in the volumes.

## Difficult to Read

Actually it is not easy to read these records, at least Mr. Folger's records. His penmanship was splendid, but perhaps because he made it a practice of crowding as many words as possible on a single page his letters are small and closely crowded together.

If he was without the services of a secretary his task must have been a difficult one. He must have lived from day to day hoping death would not come to anyone, especially one who might be possessed of a lot of wealth.

For Mr. Folger a lengthy will meant lot of work. And like his own records, wills in those days were written in long hand. He

had to be able to decipher all types of handwriting to prepare these records. This in itself must have given him many moments of anguish.

For those on Nantucket who can trace their ancestry back to the pre-Revolutionary War settlers on the island, as Mr. Gardner can, it is possible for them to call at the court house and see the last will and testament of an ancestor.

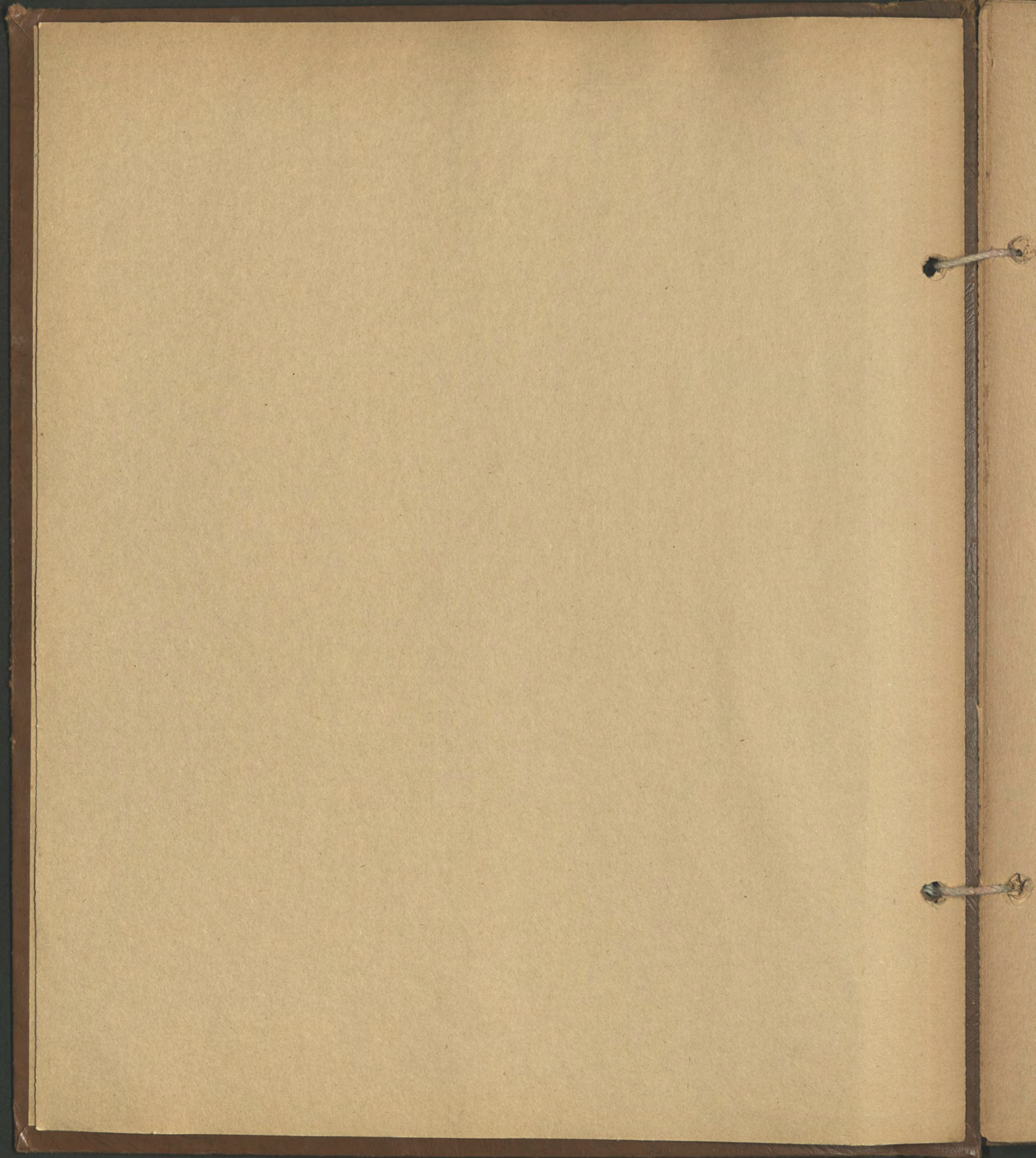
## Few People See Them

Mr. Gardner and Mrs. Smith say very few people come and ask to see these historical records.

This is perhaps because they cannot be put out to the full view of the public in a museum like the relics of the whaling industry here.

June 15, 1958







# Death, Heartbreak and Comedy Are Recorded in Probate Court History

By ALICE B. HOWARD

Probate Court, housed for the past 90 years in the old building pinched between Union and Washington streets, has known administration of estates, partition of property, care and adoption of children, heartbreak, death and stray moments of comedy.

Approximately 80 new cases pass through the plain, book-lined courtroom each year, the handling of which requires at least one of 300 paper forms, depending on the type of case brought under its jurisdiction.

According to John V. Gardner, 2d, register of the court, the state of Massachusetts deals with probate cases with somewhat less formality than other states. Despite ceiling-high cupboards lined with piles of the 300 different forms, Mr. Gardner believes that both the printed forms and the process of dealing with them have less of what is known as "legal millinery" in Massachusetts than in other states. New York uses forms which are detailed and over-weighted with legal phraseology while Virginia buries the simple facts of wills and other probate matters under an extreme "legal millinery," incomprehensible to the average person.

The problems of probate court are of such a personal nature that it might be called a court of domestic relations. Many large cities have set up legal service called "Court of Domestic Relations." The difference between the two functioning bodies is the manner in which the personal and family problems are handled. Anyone may approach the Court of Domestic Relations and receive advice and aid in smoothing out difficult family relations or help in finding a proper medical service or simply consultant help in the adjustment of personalities.

Probate Court first must be brought into relation with personal problem through a petition, filled out and signed by the party or parties who wish help. Once the petition has been filed, the interested party or parties may discuss with the probate judge, and his register all the phases of his difficulty so that legal process may be started to adjust it.

The word probate comes from the Latin "probare," meaning to prove. Keeping this meaning well in mind, it is easy to understand that the following cases which move through the chamber of the court after the filing of the petition has been accepted must be officially proved beyond a doubt before they are concluded and the record closed.

Since James Coffin, first register of the Nantucket court, entered the record of the first will on August 29, 1906 until the present time, thousands of will have been probated here. Contrary to the accepted theory, none of those wills are remarkable except in the use of language.

The Lord and His will entered more frequently in the early wills than He does today. The phrasing is archaic and involved but the division of personal possessions was similar to modern times. The most loved in each family received the finest piece of personal possession; the remainder was divided more or less equally among the others.

In discussing the general tenor of wills filed through the years in the Nantucket Probate Court, Mr. Gardner mentioned the strange and curious will purportedly written by a Nantucket whaling captain, Obed Gardner, which has caused no end of amusement and comment in newspapers.

1. Obed Gardner, master mar-non-existence of that will," Mr. Gardner said. "I personally have spent a good deal of time searching for the record. But to my knowledge it never was recorded. Yet each year, many letters come here to the office, asking for a copy of that particular will. Now, it is my personal opinion that the whole thing is a clam chowder and buttered-rum dream—a piece of attempted buffoonery at our Island and its early settlers."

The so-called Obed Gardner will follows:

Siasconset, May 30th, 1841.

I, Obed Gardner master mariner, now living at 'Sconset, write down this will.

Item,—I have cruised with my wife Huldy Jane since 1811. We signed articles in town before the preacher on Independence Day. I want her and my oldest boy Jotham to be Captain and mate in bringing to port whatever I leave and to see that everyone of the crew gets the key as writ down on this paper. I put mother in command. I know she'll be captain anyway. for six months after we started on our cruise I found out that I was mate and she was master. I don't mean that she ever mutinied, but I know that whenever we didn't agree she always maneuvered to work to windward. Maybe it was all right for she could sail closer to the wind than I could and could manage the crew of little ones that she had as much to do with shipping as I did. She always wanted me to do the swearing when there was trouble. I know that when she and Jotham break bulk the cargo will be got out as well as I could do it myself.

Item,—In 1833 Captain Ichabod Worth got tired of the old Nancy Rotch and wanted to get rid of her so he got me to take a piece of her. When I saw her last she was lying at the wharf in Valparaiso moren half full of oil. Mother never liked her. I want Jotham to have that piece as extra pay for what he does in setting up my affairs for heel have to steer things while mother is taking observations, watchin' the weather and looking over things below decks.

Union Street House to Mother

Item,—I want mother to have the house on Union Street until she goes aloft. Then I want it to go to the children in equal lays and if an child dies I want the lay of the parent to go to the parent's young ones. But I don't want my daughter Belindy to have anything as long as her husband is living. He is a lubber, but she has been cruising with him for year. I haven't got anything agin him but he does not know how to navigate the sea of life. I do believe if he wanted to stop a leak board ship it would be just like him

to go into the hold with an augur and bore a hole through the plankin' to let the bilge water out in to the sea. But Belindy likes him. That's just like a woman. If I should give the lay out and out to her, I am afraid her husband would maneuver to get hold of it. So I want mother and Jotham to put it out at interest and give what comes out of it to her until her husband ships for a corpse below decks in the graveyard. Then she can take the lay and do what she wants to with it.

Item,—I don't want my son Ezry to have anything from what I leave. All the children except him was good ones. They looked out for mother and me. He didn't take after either of us except the time he took after me with a fit and hit me over the starboard eye. He knew what was to come and was smart enough to jump Johnny Bigg's catboat, haul in the sheet and steer for the continent. When he got to Bedford he shipped as boat steerer on the old Falcon. I was glad he did. I don't know where he is now but I heard he was master of a steamboat running between Canton and Whampoa. I haven't got any use for him and I guess he hasn't any for me. The black eye he gave me is outlawed and I don't now lay anything up agin him for that.

Item,—I want mother and Jotham to settle up things as soon as they can, break bulk and make a fair divide between the children. But don't forget what I have writ down about mother and Belindy. I don't think Belindy's husband will make any fuss about the way I have taken care of her unless she runs head on the shoals of a lawyer's office. Then look out for squalls. I hope she'll stand off if she sees a lawyer coming thort her bows.

Mother Deserves It

Item,—I want mother to have half of what comes of what is left of my property besides the house on Union Street. She deserves it. Everytime I was around the Horn she did her duty to the young ones and I want her to have enough to live on until she goes aloft. Then I want her lay to go to the children in equal pieces except that Belindy shall only have what comes of it until her husband dies. If mother wants to marry again thats her business. I never did like to cruise without a mate and I guess she wouldn't like to either.

Obed Gardner,  
Master Mariner.

Probate Court administers estates for those who die either testate or intestate. With great prudence and care, the exact terms of the will which covers the details of administration, either real or personal property, are carried out to the letter. If a person dies intestate, the court appoints an executor or becomes itself the executor in order that the property may be divided equitably after official proof of the heirs has been established.

Another angle of the court in administering estates and probating wills is known as equity or the interest and right of some-

one in an estate. For example, a brother of a man, recently dead, not mentioned in the dead man's will, may protest to Probate Court that he has an "equity" in the estate; that, in such a year while his brother owned the property, he invested a sum in the property and now that his brother is dead he wants that sum or a portion of it back. Situations like these must again be proven beyond a shadow of a doubt before a settlement can be made.

Minors—by Massachusetts law children under 21—who inherit a portion of an estate, are protected by Probate Court. Not even a parent is recognized in Massachusetts as the legal guardian of the minor unless first appointed so by Probate Court. If no parents are living, then it is the business of the court to appoint suitable guardians for the minor or minors. And again, by the laws of Massachusetts, no minor may receive inherited money until he comes of legal age. In that case, the court deposits the money in a savings bank where interest accumulates until the money may be legally withdrawn after proof that the minor, now of age, is the person referred to in the will.

The care of the insane is also the business of Probate Court. The court, in cases like these, appoints a guardian to administer any business relating to such an individual.

Another phase of the court which projects into the home is the case of persons who are senile or have a mental weakness such as forgetfulness or frequent confusion. This covers not only the physically old but many younger persons who are in sound physical health, yet suffer a weakness which precludes a normal life. Again the court appoints what is known as a "conservator" who guards the estate and personal effects of the incapacitated person.

Probate Court grants divorces, then with motherly solicitude guards the financial welfare of the broken family. If a husband willfully refuses to support his wife and children according to his means, the court can compel him to meet his obligations. Often a brief period within a jail will bring the unwilling spouse to heel.

If the custody of children arranged in the terms of divorce does not prove to be working satisfactorily, a petition filed in court will cause the situation to be examined and the condition of the children altered to their greater benefit. If neither wife or husband are willing or able to assume care of the children, then the court appoints a guardian or finds a foster home more suitable than the previous one.

In speaking of this phase of the court, Mr. Gardner added that, before the war, Nantucket divorce cases averaged about five to seven each year. Now there are about 15 annually.

Within recent years, Probate Court has become concerned with the adoption of children and babies. This type of case necessitates, by state law considerable detail for the children must be

over



adopted into homes where financial security is certain, where the parent's personality will harmonize with the personality of the child under consideration so that the emotional health of the child may be assured.

And finally Probate Court handles partition of land when necessary. There may be disagreement among the heirs to an estate as to the meaning of the will in regard to real property. Such matters, laid before the court through a petition, will be arranged on an equitable basis by the appointment of a commission to look into each heir's rights. If it is necessary to sell land or buildings in order to divide the property justly, the sale is made by the commission at the court's direction. Then the money is divided among the contentious heirs.

In Nantucket County about 50 per cent of land and dwellings are owned by non-residents. Clearing title on the transfer of this property through wills, as well as property owned by the Islander, constitutes the majority of cases which pass through Probate Court. Once the records are clearly understood and the wills proved correct, the transfer of the property is done in the office of the Registry of Deeds.

Since 1706 there have been 12 judges of the Nantucket County Probate Court. The only one of the 12 to be both attorney and judge is George M. Poland, appointed to the bench in May, 1929. An excellent lawyer and administrator of Probate affairs, he is respected and loved by those who work with him and by the townspeople as well.

His dry humor is often quoted by Mr. Gardner and others of the Judge's friends. Asked one day the difference between a lawyer and a judge, Mr. Poland answered quickly, "The judge is the one who knows the governor best!"

To the question "What constitutes a good judge?" Mr. Poland quotes another lawyer who is nameless, "First of all—a gentleman. If he happens to know some law, it won't do any harm."

Of the old-time judges, one of the most remarkable was Henry Riddell, Nantucket-born in 1843. Neither his education nor his worldly experience stretched much beyond the Island, yet endowed with a keen mind and an understanding of people, he carried out the duties of his high position with fairness and moderation. Keenly interested in town politics he held positions on the Board of Selectmen and was on key committees for most of his adult years.

Judge Riddell was notable for remarks, pungent with wisdom and humor. When he was 82, still capable of working a complete day with the help of brief "cat" naps in the office, he hired a young man to act as assistant who later became the present register of the court. Mr. Gardner in those days acted chiefly as "errand boy" for the Judge. One day when work was slack, the Judge swung around in his chair and faced him.

"Young man," he stared across the desk top, his crew hair cut bristling upright on his head, "Are YOU going to run for political office?"

"I might, sir."

"Well, then, let me give you some sound advice." He paused

to adjust one of the many strings which festooned the ceiling, most of them attached to lights so he might illuminate the room at will. "If you are going to run for political office you must be thick-skinned—very thick-skinned—or go home right now."

Mr. Gardner did not go home—and he remembers Mr. Riddell with affection and respect.

If anyone took an active dislike to the old Judge refusing to greet him on the street Mr. Riddell was no in the slightest, phased. He would invariably smile and shout a hearty welcome or "good morning" to the irritated person no matter where he met him. It was not senility which prompted him to do it. It was an attitude based on sound psychology. After such an encounter he would return to the office and say to Mr. Gardner.

"My boy, if you make an enemy without knowing why, speak to him always. Let him know you bear him no hard feelings. Let by-gones be by-gones. There is not time in life for harboring ill-feelings."

When Probate Court moved into its present room, which had been the office of the Board of Selectmen, in July 7, 1858, it was much the same as it is now. Gaslight still hung from the ceiling although electric light had been installed. The combined lights with their dangling strings amused many a court visitor as he carried on conversations through the net-like curtain. The chair in which "Judge" Riddell used to sit and read away the evenings after his early supper is still there.

For Mr. Gardner the room is peopled with the old-timers and their salty stories and the rumbling chuckles which swayed the lopped strings. His one great regret is that he didn't at the time record the gist of those talks. Only the booklined walls and the quiet air in the room keep the memory intact—and they will maintain an uncorrupted silence.

FRIDAY, JANUARY 2, 1948

#### Judge E. T. Broadhurst.

Superior Court Judge Edward T. Broadhurst, aged 76, died in Wesson Memorial Hospital in Springfield on Tuesday, December 13, three days after he suffered a back injury from a fall in his home.

Judge Broadhurst, who had sat in the Superior Court sessions in Nantucket at various times during his long career as a judge, had served on the bench for 31 years, longer than any other Superior Court judge in Massachusetts history.

Dec. 17, 1955

#### Portrait of Captain Thaddeus Defriez Presented Court.

A portrait of Capt. Thaddeus Coffin Defriez, who died in May, 1913, and who was Judge of the Probate Court from 1873 to 1908, was brought to the island last week by express and presented the Probate Court by his descendants, Mrs. Chauncey Gray and Ivins Defriez, of Cambridge. It is an excellent portrait of one Nantucket's outstanding men. Upon his death at the age of 80 years, Capt. Defriez was the last whaling master of Nantucket.

Due to its size, there was no wall space available in the already cramped quarters of the Probate Court in the upper floor of the Town's building. Register of Probate John J. Gardner, 2nd, contacted the Nantucket Historical Association and arrangements were made for the portrait to hang in the Whaling Museum on Broad street.

Captain Defriez lived most of his life in the house at the corner of



CAPT. THADDEUS C. DEFRIEZ

Fair and School street, where he died May 21, 1913, aged 80 years and 7 months. He went to sea at an early age, shipping out before the mast on the *Catawba*, out of Nantucket, in 1840. He made voyages in the *Edward Cary* and the *Sharon*, and in 1852 went out as master of the new ship *Richard Mitchell*.

With the advent of the Civil War he was master of the *Scleramento*, of Westport, and soon after the war he retired from the sea. In 1868, he was appointed as Register of Probate by Gov. Bullock, and in 1873 was elevated to the important post of Judge of the Probate Court. He continued in this office until 1908, when he resigned, due to ill health. Death came five years later when he was in his 81st year.

June 19, 1948

PROBATE COURT.—An adjourned Term of the Court for this County, was held yesterday, at which the new Judge, Hon. James M. Bunker, took his seat. After the reading by the Register, Samuel Swain, Esq., of the commission of the judge, Hon. Alfred Macy made an appropriate address to the Court, regarding the late judge, Hon. Edward M. Gardner, prefatory to a Resolution which we copy:

"Whereas the Divine Providence has permitted Death to remove from our midst the Hon. Edward M. Gardner, for the past fourteen years Judge of this Court—

Resolved,—That in the death of Judge Gardner, this Court, and the community in which he had his life, have been summoned to bear the loss of one whose bright intellect and kind heart made him a good and conscientious Judge, and, united with his genial and ready wit, made him the agreeable companion, whose advent among his friends was the signal for a period of happiness. He fully appreciated the responsibilities of his office, and faithfully regarded the interests committed to his care.

Upon motion of Mr. Macy, the Court ordered the resolution to be entered on the record, and a copy to be sent to the widow and family of the deceased.

The Court then took up the regular business of the Term, as reported below:

Will of Edward M. Gardner admitted to probate. Lucy Gardner appointed Executrix.

Will of Ebenezer Coleman admitted to probate. Lydia Coleman appointed Executrix.

First and final account of Alfred Macy, as Executor of the will of Ebenezer Dunham. Allowed.

Second and final account of Joseph B. Macy, as administrator *de bonis non, cum testamento annexo*, of the estate of Thomas Coffin, 2d. Allowed.

First and final account of Joseph B. Macy, as administrator with the will annexed, of the estate of Henry Hussey. Allowed.

Apr. 6, 1872

PRESENTATION.—Hon. James M. Bunker, the newly appointed Judge of Probate for Nantucket County, was Friday presented with Redfield on Wills, 3 vols., and an elegant gold pen and pencil, the gift of his brethren of the bar in this city. The presentation was made at the office of Marston & Crapo, to which the Judge had been summoned, and where were gathered some dozen of his brothers in law. Mr. Marston with a few simple remarks, tendered the gifts as tokens of the good will and good wishes of the donors. The new-made Judge was taken entirely by surprise, but made a very happy and touching response in acknowledgment of the uniform kindness of his brethren, which would be among the most cherished of his memories. The following note, signed by all the donors, accompanied the gift:

NEW BEDFORD, March 28, 1872.

Hon. James M. Bunker, Judge, &c., &c.:

Dear Sir—The undersigned, members of the Bar residing in New Bedford, request your acceptance of the accompanying volumes as a slight expression of their respect and esteem for you, and of their interest in the new sphere of duty which you are about to assume. While they have no misgivings in respect to your ability to administer the functions of your Court with success, they believe your labors may be lightened by the "accumulated wisdom of ages" which is gathered in these books. And they take much pleasure in remembering your sojourn here in all its relations, personal, professional and judicial, as marred by no moment of disagreement or word of unkindness.

Very truly your Friends.

—N. B. Mercury.

Apr. 6, 1872



## Nantucket's Custom House.

(Winfield M. Thompson, in Boston Globe.)

Visitors to Nantucket this summer notice something new and odd about the custom house. The venerable building retains still its ripe red, with white trimmings. The barred revenue flag of the country still floats from the staff above the platform on its roof. The grime of years is still on the stairs that lead to the second-story room where the collector attends to what business there is.

But outside, on the end of the building toward the foot of Main street, there is a new feature, sure to attract the eye of the passer. It is a sign, or a nameboard, or a tablet, as you will, fixed on the wall, bearing the numerals:

1772.

That was the year the building was erected. It has been used for various purposes in 138 years, but the custom-house has always occupied the second-story room in the south-west corner.

Up its stairs clumped the heavy-booted whaling captains of old times, to get their papers before setting out on four-years' voyages. Up the same stairs they came again on their return, brown and hearty, and glad to shake the fist of the collector in the old home port.

Things have changed since then for the custom house. Time was when Nantucket was third in the list of Massachusetts towns in the value of its imports, which were exceeded only by those of Salem and Boston. Whale oil was its staple, and that, of course, did not pay duty. But there were many things that did, and the collector was kept busy, with more than 100 sail of ships owned in the place.

In 1830, for example, Nantucket had 140 sail of craft, of which 73 were ships, 20 schooners, 46 sloops and 1 a steamer. Their total tonnage was 29,550 tons.

Now the island has but one schooner, a coaster of about 100 tons. Naturally business isn't very brisk at the custom house, and any change in its aspect is worthy of notice by the townspeople.

The new tablet on its wall is the result of enterprise on the part of a member of the Pacific club, which owns the building, having bought it a few years ago for \$1,200. This member, who is a summer resident, thought the building was old enough to be marked, and ordered a local wood carver to prepare the tablet, the recent erection of which was a source of general interest.

When the tablet was in place the Pacific club member—it is locally known as "The Captains' Club"—viewed the thing in a body, and pronounced it a shipshape job. Then they resumed their session in the lower corner room under the custom-house. This is by far the most celebrated room in Nantucket. In it one may still see more of the simonpure, genial, sterling American character of the old-fashioned sort than in any other spot in the country.

In the opposite end of the building's ground floor the rooms once occupied by a marine insurance company are now used for storage purposes. So also are the rooms over it, on the same floor with the custom-house quarters. In the upper story is a masonic hall, which is opened only occasionally.

The occupants of the custom house building therefore are the Pacific club and Obed G. Smith, collector of customs.

Mr. Smith does not find his duty overwhelming. He has been in office 10 years, and has collected 48 cents. That was due to an accident. A Nova Scotia coaster, the Alaska, got blown into the bight off the harbor in a bad spell of weather, and was obliged to come into port and stow her cargo of lumber afresh, before resuming her voyage. Some of the lumber was left on the wharf.

Collector Smith levied 48 cents duty on the lumber. This 48 cents he sent to the treasury department. The department wrote to him, saying he was entitled to the 48 cents. He didn't answer at once, and so the matter rested. The department wrote again, and finally sent him a check for it. If the government did not send its letters without stamps, the postage used up in the business would have made quite a hole in the 48 cents.

Mr. Smith sees the humorous side of the matter, and has many a good laugh out of it. A companion transaction that pleased him more, however, had to do with 25 cents left over by his predecessor, who had inherited it from a former incumbent in office.

That 25 cents had been duly forwarded to the treasury at Boston, where it must have bothered the book-keepers a good deal. They wrote to Nantucket about it. Mr. Smith didn't know anything about it. His predecessor had turned in the surplus cash. So he let the matter rest.

Letters came frequently about the 25 cents, and at last a check came, made out to Mr. Smith. He cashed the check, pocketed the quarter, and the accounts of the Nantucket custom-house were once more balanced on the national ledger.

Even if cash does not flow into the Nantucket custom house, some little business is done there. When the new law governing the management of the power boats was promulgated, for example, it was the collector's duty to see that copies of it were distributed among the men of Nantucket who own such craft, and there are a good many of them.

All maritime craft over a certain size must have documents to establish their status, and these are issued from the custom house. Sailors claiming admission to the Snug Harbor, or to a marine hospital, must get their record from the custom house. Mr. Smith has looked up the record of quite a number in his 10 years in office.

Then the collector must hoist the flag every morning and lower it every evening, and in this labor alone he earns every cent of the \$250 a year the government pays him. It is worth all that to the community at large to see the flag flying over the honored old custom house building, anyway.

"Every once in a while somebody wants to abolish the custom house," says Mr. Smith. "There are several custom houses like this one, that don't take in much money, and somebody bobs up and wants to get rid of 'em. Well, if they abolish this custom-house, I'm willing. But the \$250 I get helps me make a living, and I do what I can to earn it."

Every day Mr. Smith sits behind the official desk, and waits for business. One day he was seated in the office rocking chair, and as the weather was warm, he might have been dozing, when he became conscious of someone coming up the steep stairs.

He looked up and saw a brisk, youngish looking man outside the counter.

The stranger introduced himself. "I am Eugene T. Chamberlain," he said, "of Washington."

Collector Smith tells the story thus: "What," said I, "you are not the commissioner of navigation?" He said he was, and that while he was here he thought he would like to step in and see the custom house.

"Well," said I, "I expected the commissioner of navigation about 6 feet high, weighed about 250 and was at least 80 years old. Why, you're nothing but a boy!" He took it in good part, and we had quite a chat. I found afterward his father was in the army with me, in the same division, though not in the same brigade; so I sent up word to his hotel and told him, asking him to come down and talk it over. He had to leave the next morning, but he wrote me as soon as he got back to Washington."

"I want to say to you that all this talk you hear about the Washington people not using subordinates well is all bosh. I was never used better in my life than I have been by my superiors while in this custom house. When I came here I didn't know much about making out papers. I didn't have the proper blanks, so I used some old blanks I found here. The department helped straighten things out, and nothing was too small for them to attend to."

Collector Smith has employed some of his leisure in looking over the old papers stowed in a trunk that constitute the records of the Nantucket customs district.

Unfortunately the custom house records were destroyed in the great fire of 1846 which swept the business centre of Nantucket, and all the papers are later than that date. Yet he has found many interesting things among them, relating to the whaling fleets.

Collector Smith is a veteran and has had a varied experience. As a young man he thought he wanted to take Horace Greeley's advice, so he went to Kansas in 1858 when the territory was still stirred by the border war in which John Brown was such a virile figure. Here he looked for work. He finally drifted to the neighborhood of Pottawottamie and "shipped to drive seven yoke of oxen," breaking prairie in furrows two feet wide.

It was pretty hard and hot work for a lad from cool old Nantucket, and the fare wasn't the best. At first he had to sleep with the family, consisting of the farmer and his wife, and the farmer's brother. There was only one bed, and they put the Nantucketer on the outside.

When the civil war was in full swing Mr. Smith enlisted in the 26th Connecticut, and was sent to Louisiana, where he went through the siege of Port Hudson, under Gen. Banks.

After the war he lived on the mainland for some years, but his native Nantucket finally called him, and he came back with the determination of spending the rest of his life there. For 25 years he was watchman in the Nantucket bank.

Collector Smith has a little land on the south edge of the town, not far from the celebrated windmill, and there he "farms it." When not busy on his little place he is at the custom-house, keen and kindly, and always ready, like every true Nantucketer, to go out of his way to do a service for a stranger.

## Nantucket's Custom House Did Not Earn a Penny.

The annual announcement is made that an attempt will be made to rehabilitate the customs service by a readjustment of the collection districts. Such recommendation is invariably contemporaneous with the appearance of the annual report of the secretary of the treasury, showing that there are a great many districts that do not pay expenses. In this immediate vicinity, the custom house at Nantucket did not turn a penny into the treasury, while the custom houses at Edgartown and Barnstable were conducted at a loss. The logical thing is to consolidate these districts within the New Bedford district, but the consolidation of districts means a curtailment of the patronage of congressmen, and legislation on such lines is thereby quite hopeless.

The treasury records show that, while the customs in 1910 produced \$333,331,153—nearly half the government's total income from all sources—forty-one of the 160 collection districts were losing propositions. At least ten of the forty-one were a dead loss. Only two of them cleared a ship, entries of merchandise were made at only two others, but none of the ten collected a penny. Their expenses ranged from \$12 to \$1,070 for the year. These ten were: Port Jefferson, N. Y.; Galena, Ill.; Nantucket, Mass.; Cairo, Ill.; Tuckertown, N. J.; Patchogue, N. Y.; Vicksburg, Miss.; Paducah, Ky.; Tappahannock, Va., and Yaquina, Ore.

The average cost of collecting the customs is a little more than three cents for each dollar, but at thirty-one custom houses, many of them at fairly prominent places, the government was obliged to spend more than a dollar to get a dollar. Dubuque, Iowa, leads all with the lowest administration charges. It costs a cent and nine mills to collect a dollar there. New York is second. Collector Loeb has made a record of spending .021 for each dollar he collects. Last year New York turned into the Federal treasury \$224,265,000 from customs receipts, and employed 3,600 people. The figures show that the large custom houses have the lowest charges. It costs .026 to collect one dollar in Philadelphia, .33 in Pittsburgh, .054 in New Orleans, .025 in Cleveland, .029 in Boston, .06 in Baltimore and .04 in Cincinnati.

The situation with regard to custom houses such as those at Barnstable, Edgartown and Nantucket, is not quite so absurd as appears on the surface. Customs officers at these ports are compelled to render more or less service to American vessels, from which there is no revenue. But there is no necessity for maintaining establishments on the present scale at such ports.—N. B. Mercury.

Apr. 1, 1911

July 30, 1910



## SPECIAL NOTICES.

### CUSTOM HOUSE.

PROPOSALS will be received at this Office until the 10th inst., for building a Buoy Boat, similar in size and material to the smaller boats now in use in this District, to be painted with three good coats of paint, and to be completed and ready for service on the first day of March next.  
WM. R. EASTON, Collector.  
Nantucket, Jan. 1, 1851.

1851

### Judge George M. Poland Retires on Monday.

After twenty-three years of serving the County of Nantucket as Judge of the Probate Court, Judge George M. Poland has resigned from the position, his resignation becoming effective on Monday, June 30th.

While Nantucketers will join with us in telling Judge Poland that he will be greatly missed on the bench at the court sessions, we know everyone will be glad to know that his retirement will give him more leisure time to spend at his home in Nantucket.

Judge Poland's statement to the press is as follows:

With regret, I am resigning the office of Judge of Probate for the County of Nantucket to be effective on June 30 next, and an explanation to the people of Nantucket may be proper. A judge generally resigns because he is unable or unwilling to perform his duties. That is not my case. I am retiring mostly because there will be little or no real judicial work for me to do in the future.

For more than twenty years I have been sitting as extra judge in the larger counties of the Commonwealth where cases of large importance continually come before the court. Also, I have heard thousands of divorces and other domestic relations cases. For example, I did all the Probate Court work in Plymouth County for three years and nine months and sat practically full time in Middlesex County for seven years, and also largely in Norfolk and Bristol Counties.

The Legislature created three new full judgeships in the Probate Courts of the Counties of Middlesex, Norfolk and Bristol, so that there is now no need for an outside judge in those courts. The result is that I will be unable to do any substantial judicial work except to sit one day a month in Nantucket.

An additional reason is that the General Court has made my retirement allowance dependent partly on the sittings outside Nantucket County, which will not happen in the future. After having done practically full time real judicial work for so long a time, I prefer to retire rather than to hold the judgeship any longer.

1952

### Women Jurors Serve For First Time in Nantucket County.

The May sitting of Superior Court for this County was an historic one. For the first time in the island's history women took their places beside men on both the Grand and Traverse Juries. Although the former body met only for the formality of organizing (having no business), the Traverse Jury heard a case and, after due deliberation, brought in a verdict.

Justice Francis Goode, of Cambridge, was the presiding Judge, and District Attorney Maurice Lyon and his Assistant, John Harrington, were on hand to handle any cases which might be brought by indictment from the Grand Jury.

Following the official opening of Court by Sheriff Nelson O. Dunham, the opening prayer was given by Rev. Ernst Fredrikson, of Centre Street Methodist Church.

Clerk Wesley A. Fordyce then read the list of jurors selected for Grand Jury work. These were as follows:

Eleanor A. Coffin, Jennie A. Cormie, Frederick R. Currie, Martin J. Foley, Kent K. King, John F. Meilbye, Eldridge Norton, David Roberts, Fletcher Ross, Irving A. Soverino, Jr., Cora Stevens, Yvonne F. Stiles, Edward J. Strojny, Mary Talford, Charles F. Thurston, Joseph Visco, William Voorneveld, William Waine, Ernest Whelden.

Following the swearing in of this Jury, Judge Goode gave an interesting charge to the panel.

"I must say at the outset," began Judge Goode, "that I am experiencing a new thrill when I address you as ladies and gentlemen of the Grand Jury. It is the first time in my career that I have addressed ladies as members of a jury. Recently, it has been my duty to preside in Boston, where no date accommodations for ladies have not been completed in the court rooms, although they are expected for the fall sittings.

"The selection of ladies for jury service has been too long delayed. I am happy in the fact that ladies will contribute their valuable aid toward the administration of justice. I trust you ladies will enjoy your service."

Judge Goode further remarked that although there was no business for the Grand Jury at this sitting, the jurors could organize and elect their foreman and clerk. He reminded that the panel is selected for the year, and will serve at the October sitting, as well as the present.

Further instruction was given in regard to the secrecy of their deliberations and the return of possible indictments. The Grand Jury then retired with the District Attorney, Maurice Lyons, for instruction as to possible business at some future date.

When the Grand Jury returned a few minutes later with the District Attorney Lyons, it was announced that Joseph Visco had been elected foreman, and that there was no business to report. Judge Goode then excused them from further service until the October sitting of the Court.

\* \* \* \* \*

May 5, 1951

## THE INQUIRER.

WEDNESDAY, FEB. 28, 1855.

THE LAW LIBRARY OF TIMOTHY G. COFFIN, Esq.—As we have before stated the Will of the late Timothy G. Coffin, Esq., of New Bedford, contains a provision by which his Law Library is given to this town, the place of his nativity. We copy the following paragraph from the Will in question:—

I give to the people of the Island of Nantucket, for whom I entertain a high regard, and toward whom I am drawn by the strongest attachment, my Law Library of Law Books subject to the regulations following:—

Viz:—The Trustees of the Coffin School for the time being, shall forever have the care and superintendence of said Law Books, and they shall procure and maintain for the same some convenient and safe apartment in the Coffin School house upon Nantucket, or near thereunto, for the keeping of the same, always exercising their discretion as to the place where, and the manner in which, the same shall be used, and kept subject to the following regulations, viz:—

The said books shall always be subject to the use of any of the citizens of Nantucket for reading or reference, in the Library where the same are ordered to be kept, by the said Trustee's of the Coffin School, but the books, nor any one of them, shall not be taken from the Library which the Trustee's shall so provide for their safe keeping. Except that any Judge of the Judicial Courts of this Commonwealth, who shall hold a Judicial Court upon Nantucket, or any pupil of the Coffin School wishing it, shall always have the use of said Law Books, and may take to their rooms, upon Nantucket, any book or books of said Law book for reading or consultation, upon the written order of one or more of the said Trustee's for the time directed to the Librarian, who shall take a receipt for the safe keeping and return of such book or books, which he shall deliver up upon the Trustee's order.

My desire is, that the citizens of Nantucket shall procure and give to the said Library, such reports of Judicial Reports as from time to time shall be published, and which may be necessary to keep up the decisions of this Commonwealth, and of the Supreme Judicial Courts of the United States, and the individual States, and all such other Law books, and books of Reports as will tend to make a rich Library of Law Books.

At the late town meeting, on motion of Wm. Barney, Esq., it was voted to take up so much of the Selectmen's report as relates to the Law Library of Timothy G. Coffin, Esq., and the same was adopted. It was also voted that a sum not exceeding ten dollars, be appropriated annually for the purchase of such Reports and other Law books as may be required to make the aforesaid Library complete, agreeably to the wish of the donor.

A place has been provided for this Library in the Selectmen's room, where a neat case has been provided by the town for the safe-keeping of the Library, and it has been placed under the charge of George Cobb, Esq., who has been appointed Librarian by the Trustee's of the Coffin School.

The following preamble and resolutions were offered at the town meeting aforesaid, by Edward M. Gardner, Esq., and unanimously adopted:—

Inasmuch as by the will of Timothy G. Coffin, Esq., of New Bedford, his valuable Law Library has been bequeathed to the inhabitants of his native Nantucket, and has been removed to our Town, therefore,

Resolved, That this Town accept the same in memory of this distinguished Townsman of ours.

Resolved, That the inhabitants of this Town, sympathize with the family of the deceased donor in their hour of affliction.

Resolved, That the Selectmen be requested to communicate this preamble and resolution to Mrs. Betsey Coffin, of New Bedford, widow of the deceased.

FOR COLLECTOR.—President Cleveland has nominated Mr. Joseph W. Clapp for Collector of customs at Nantucket. Mr. Clapp has been a life-long Democrat, standing steadfast to his political principles during the times when the large Republican majorities gave little promise of any future division of loaves and fishes among the faithful. The time of the present incumbent, Capt. Albert A. Gardner, having expired it was proper that the appointee should be in political sympathy with the administration, and we know of no Democrat here whose appointment would have afforded more general satisfaction than the genial gentleman who is now receiving the congratulations of friends in both political parties.

Jan. 12, 1888

CLAPP IN.—Mr. Joseph W. Clapp has been appointed to the Collectorship for the port of Nantucket, in place of Capt. A. A. Gardner, whose term expired last Saturday. Mr. Clapp accepts his honors gracefully. We add our congratulations.

Jan. 14, 1888



## 61-Year-Old Weather Bureau Here Now One of the Most Important

By ALICE B. HOWARD

The importance of the Nantucket Weather Bureau now stationed at the airport is unquestioned.

It is out there by the authority of an international agreement drawn and authorized by more than half of the countries of the world. A congress of scientists and weather experts acting under government commissions suggests and issues orders for the betterment of science and transportation to numbers of weather bureaus situated at strategic points for advance observations. Nantucket is one of these.

Sixty-one years ago the Nantucket Weather Bureau, organized under the Signal Corps of the United States with an army personnel, occupied the first floor of the Pacific Club.

Up to October 18, 1886 when George Grimes and one assistant began to make official reports on temperature readings, storms, snowfall, rainfall and sunshine, all such notations had been kept by individuals interested in those matters. The old diaries are full of comment on weather. "Rain fell heavily all day." "Snow on the morning of January 17 stood above the fence at the Coffin house." Even Hezekiah Coffin, according to Starbuck's History of Nantucket, made frequent and regular entries in her diary concerning storms and other unusual weather conditions. At one point she designated a severe wind-storm as "a hurricane."

William Mitchell, father of Maria Mitchell, astronomer, often made weather readings, jotting them down in log book form. Weather was important to one of his great interests, the study of the skies, and naturally became something for him to judge and scrutinize.

In a direct line from these individuals who observed as part of their daily routine wind, rain, snow and sunshine, George Grimes, associated for 39 years with weather, was of considerable importance to the development of a United States Weather Bureau on the Island. The observations which he made under the aegis of the Signal Corps were the first official recordings.

Working at the Pacific Club office with equipment sufficient for those early years, he labored long and late, ever watchful of approaching storms—that ships about to set out from Nantucket might be assured of at least a weatherwise departure. Storm signals were given by flags—a method similar to the one used on Orange Street and still used at Brant Point.

Outside the Club stood a 100-foot pole.

From the top of the pole, flags were flown, indicating degrees of approaching bad weather. At night, if the need arose, a kerosene lantern was fixed firmly to the top, warning seamen to follow a sensible course and remain at home. The kerosene lantern was used for three or four years, then it was superseded by an electric light.

When electricity did come to the Island in the late eighties, Mr. Grimes was instrumental in its practical adaptation to the weather bureau. The 100-foot pole was abandoned for a shorter 40-foot one which stood aloft on the roof of the Pacific Club, the electric lantern permanently affixed to the pole.

July 1, 1890, the Army Signal Corps and its personnel relinquished the activities of the infant bureau to the newly formed U. S. Weather Bureaus, itself in a state of original organization. With an eager rush to modernize equipment and services, the government laid a communication cable from Great Point to Hyannis and other shorter ones connected with land lines from Wood's Hole to Martha's Vineyard and hence to Nantucket.

Immediately activities expanded rapidly. Not only did the Bureau continue the usual functions of reading and recording temperature, storms, rainfall, snow and sunshine but it became the center for all communications sent by Western Telegraph. Except for the wireless station at Sconset, set up some years previous by Marconi, there was no office where the public might send or receive telegrams. The hospitable Weather Bureau opened its doors to telegrams whether coming or going, and briefly housed a telephone exchange.

Through all these years of the Weather Bureau, there was a blending of a rapidly modernized community living with its ordinary functions. Town life in the shape of telegrams, long distance telephone calls, the business and gossip of everyday, flowed through the rooms on Orange street until George Grimes must often have wondered at the importance of his recordings against the thrust of vigorous living which eddied around him.

And then the inevitable happened. They outgrew the Pacific Club—as they were to outgrow another building 31 years later. The government, realizing the immediate necessity of larger quarters, bought and remodeled a Summer home at 46 Orange street. The Bureau, with Mr. Grimes in charge, moved into its new home on November 8, 1904.

It now became a two-man station with a "high-grade messenger" as Mr. Grimes' assistant—that is, a young man capable of sending and receiving telegrams, of delivering them when time allowed and of making himself generally useful about the offices. Mr. Grimes carried on all the major recordings and readings and forecastings. Communications with the mainland had greatly improved, allowing a regular, daily contact with other weather bureaus stationed in the East and with the mother station in Washington. Storm warnings flew from a 90-foot wooden tower which was erected on the shore side of the new property with winding, ladder-like steps to reach its top.

The equipment of the new weather Bureau increased materially at 46 Orange street. Curiously enough, those instruments installed periodically through the intervening years have not changed in any great detail and are the present-day main stays of the vastly greater Weather Bureau at the airport.

These instruments included an automatic register to keep records of sunshine, rainfall and wind velocity, a nephoscope to read the directions of clouds and their velocity, an anemometer consisting of revolving cups to determine wind velocity, snow and rain gauges, thermograph and barograph, recording machines for thermometer and barometer readings, and the usual wind vanes, thermometers and barometers.

In 1935, 46 Orange street responded to a further change—one which eventually was to not only bring the bureau to a new location but to lift it to international dimensions and bind it closely with Nantucket's developing airport.

These new functions consisting of daily observations of weather to aid the arrival and departure of planes brought many types of additions. In the first place, the working staff was immediately enlarged to five, one of whom was a Nantucketer, William Tracy, now in the Boston City office of the U. S. Weather Bureau.

The taking of observations of visibility, ceiling, clouds and wind, all information peculiar to aircraft observation, was stepped up. Instead of taking these only two or three times a day as in the old days and none made at night, they now became regular 24-hour duties, observed as often as every hour during the day and night.

Finally April 11, 1946, the entire staff with instruments and records moved once more—straight out to the airport where they sat themselves down, right in the middle of the finest piece of land possible for making weather deductions.

The old site on Orange street, still government maintained property, became the home of the chief in charge of weather operations at the airport. However comparative observations with a normal instrument and chart set-up still in order there, are made for weather. Conditions vary radically at the two locations. The mean condition taken between the two achieves normalcy.

Once in their one-story frame buildings, squat on the flatlands of the airfield, the personnel began to send up balloons for weather deductions. Small balloons, inflated with helium to a definite ascension rate, rose every hour when the ceiling was below 2,000 feet. These balloons, in conjunction with a ceiling projector, a powerful searchlight beam, directed at a 90-degree angle from the ground to the clouds and checked against a measured base line, determine the height of the clouds.

Pilot balloons ascend four times a day to take wind direction and velocity aloft for the purpose of forecasting weather in advance of the present conditions. This type of balloon functions with an instrument on the ground called a theodolite which is similar to the instrument used by surveyors for measuring land. In conjunction with the flight of the pilot balloon, the theodolite swings around the horizon so that observers may read each minute the angles, vertical and horizontal, until the balloon is out of sight. For night reading, an electric lantern is attached to the instrument.

Two instruments of recent invention are used regularly at the Nantucket Weather Bureau. They are called a radiosonde and a rawinsonde. The first of these sends a seven-foot balloon into the air at an average height of eight to ten miles with weather instruments attached and set to transmit temperature, humidity and pressure by radio to the ground. The transmission of these readings begins the instant the balloon leaves the ground. Ground observers stationed by the receiving set study the radio signals which are recorded on a continuous tape by means of a moving finger which traces black lines on the tape. The flight of the balloon which is completed within an hour, may be followed until the instant it bursts through a musical pitch which varies in intensity. It is that varying, humming sound which is translated by the moving finger into readable lines on the ground machine.

Since installation, only two of these balloons and their pendant instruments have been returned to the home office of the Bureau. They were found on the Island. Presumably the others dropped into the ocean.

The rawinsonde, an instrument which may be used in all kinds of weather, is similar to the radiosonde except that it also records Velocity and direction of the wind aloft on the radio direction finding equipment. The fact that the rawinsonde is able to "see" straight through fog, low ceilings or any type of unusual weather and record those impressions on a screen similar to a radar screen will eventually do away with the pilot balloon. Manipulation requires two operators.

To add background and the substance of reports from weather stations all over the United States, the Bureau added in 1940 a teletype machine which transmits every four hours general weather observations plus forecasts and warnings of approaching unusual conditions. Each hour on the teletype, there are reports of weather from as far as Kansas City, Kan., Jacksonville, Fla., all the eastern portion of the United States and Canada and Nova Scotia.



The present staff which varies from 12 to 15 men is perhaps busier than any other group on the Island for they not only must keep abreast of their own instruments and records and chart makings but they are continually in the process of summarizing the outside weather reports. These summaries are as important as any other phase of their work, for once organized into summary form, thoroughly digested by members of the staff, they are returned to the teletype and rebroadcast as daily climatological reports to the other stations. These same summaries become the basis for research into normal and peculiar weather conditions and are used as well for research by the CAA, airplane designers and manufacturers and others interested in the problem of maintaining a safe and efficient flying service.

It is from this summarized material that the daily forecasts, 24 to 48 hours in advance, are made.

Richard J. Smith, official in charge of the bureau, states, "The value of these forecasts is considerable. Their authenticity as well. Any apparent error is not due to our forecasting but to a sudden, unexpected shift in wind. That can change a forecast within minutes."

This forecast service may be used by anyone at a great distance from Nantucket. Perhaps someone in Chicago wishes to fly to Nantucket and be absolutely sure he will reach the Island without delays in airports. All he needs is the Nantucket forecast to speed him on his way—a forecast he may get at once by telephone.

There is a remark often heard on Nantucket streets. "You can never be sure about the weather. You see, Nantucket makes its own." Again quoting Mr. Smith, he says, "Nantucket does not make its own weather. Except in the sense that Nantucket suffers from 'marine climate'."

Its location at sea causes it to be open to the vagaries of water, its coolness and its prevailing winds. Severe thunderstorms, for instance, will average on the mainland perhaps as many as 30 a Summer season while Nantucket will have an average of seven mild ones. Why? A thunderstorm depends on an accumulation of hot air which gathers and rolls into an immense, heavy cloud known as a cumulus cloud. The hot air gathered up from the accumulated heat of the land finally explodes the cumulus—and a thunderstorm full of noise and flashing light results.

On Nantucket the storm moving over from the mainland hits the water which promptly cools the hot air within the cloud. Thus by the time the storm is actually over the Island, a certain amount of deflation has taken place. The hot air has been cut off from the cloud which splutters mildly, then wanders harmlessly away.

Interestingly enough, Mr. Smith comments on weather conditions of 50 years ago as compared with present weather conditions.

He says, "Reports show that even as far back as the American Revolution when you can find accurate records of that time, that weather, generally speaking, is the same today as it was yesterday. Our memory plays the trick on us." He went

on to point out that people remember the outstanding or peculiar event. They remember "when the snow drifted to a man's waist" but their immediate experience is sublimated to the memory of childhood. It has been proven, Mr. Smith went on, that over more than a 100-year period average, weather remains the same.

And so here on the Island which erroneously "makes its own weather" trained personnel is busily handling the interminable detail of charts, records, readings and experimentation at the U. S. Weather Bureau. Mr. Smith, the official in charge of the complicated set-up, has Henry S. Ryan as his supervisory observer. The remainder of the staff follows: Adolph A. Bander, Donald W. Doran, Robert P. Grimes, who is a Nantucketer and grandson of George Grimes, James F. McLaughlin, Joseph S. Monticone, James K. Moriarty, Joseph J. Muzzioli; Donald E. Pease, a Nantucketer; Francis V. Perry, also a Nantucketer; Winfield C. Schomp, Mead B. Weatherbe and Charles B. White.

A full four years of high school and a civil service examination are fundamental requirements for work in a weather bureau. "A good observer may be developed," Mr. Smith says, "by the end of the first year if he has those requirements. But the research end of weather requires a college degree and post graduate work in meteorology."

It is the work of these 14 plus the fine equipment installed in the station which make the Weather Bureau one of only two in New England with a similar standing. The other station is in Caribou, Me.

Town Crier  
Nov. 7, 1947

### William H. Tracy With Weather Bureau Fifty-Two Years.

By Sumner Barton in the "Boston Sunday Globe."

First in the nation's erratic weather hit parade, Boston can claim the man with the longest service in the Weather Bureau.

He is William H. Tracy, director of the New England climatological section center, with headquarters at the Federal Building in Boston.

Tracy has been with the Weather Bureau for 52 years. He started as a map distributor and messenger in Nantucket in 1899.

To add another first, Tracy's first assistant, Mark A. Nesmith, has been with the bureau for 49 years. That's a combined total of 101 years of continuous weather service—highest in the nation for a two-man team.

Climatological work is not among the better known activities of the Weather Bureau, but it is of tremendous importance.

This is how highly it was regarded by Franklin R. Roosevelt's Science Advisory Board:

"The climatological service of the Weather Bureau is one of the most extraordinary services ever developed anywhere, and probably nets the public more per dollar expended than any other government service in the world."

"Our service is of value to every industry, profession and activity affected by weather," said Tracy, "and weather affects everything."

Tracy has 250 volunteer, unpaid observers distributed throughout New England. They make daily observations of temperature and precipitation and sent a monthly report to Boston. Here they are checked, processed and sent out for printing.

The section center issues monthly and annually booklets of New England climatological data, which are mailed to subscribers throughout the section.

These booklets over the years provide a valuable guide to anticipated weather conditions in most communities of New England and every type of business from ice cream manufacturing to clothing distribution by it.

Even insurance companies are among the subscribers. They find it wise to have records on hand in case of accidents involving disputed weather information.

Tracy's department willingly gives the answers to more than 650 requests a week from a public seeking stray bits of weather information. In addition, the director provides newspapers with a monthly review of weather statistics for publication.

The courtesy and proficiency of his staff have made it a highly respected segment of Boston's Weather Bureau (there are 6000 in all in the entire network of the United States, Alaska, Puerto Rico and the Hawaiian Islands) may come as a surprise to many, but it is a tribute to weather's fascination and the dignified relationship between observers and the main offices.

Tracy, who now lives at 99 Central avenue, Milton, is a native of Brockton, and a graduate of Nantucket High School. After serving as messenger and assistant observer for some years, he went to the scientific section of Mount Weather, Va., and then came to Boston in 1909.

In 1917, he was appointed official-in-charge at Sandy Hook, N. J. He held the same position in Northfield, Vt., and returned to Boston in 1922. After that he was in charge of bureaus in Grand Rapids, Mich., Syracuse, N. Y., and Buffalo. In June, 1945, he was appointed to his present post.

Nesmith, his first assistant, lives on Sunset road, Stoneham. A graduate of English High School in 1900, his entire weather career has been in Boston with the exception of a short period in Provincetown and temporary appointments elsewhere.

Both men were born in 1882, and will reach the mandatory retirement age of 70 next year.

A major task over the years has been to provide data in legal cases. Now the majority of requests are the result of automobile accident suits in which it is necessary to determine the state of the weather on a particular day. The section center provides certified copies of statistics.

At one time the weather men themselves were subpoenaed. Tracy recalls a time when he was summoned to a Grand Rapids Municipal Court.

"The attorney," he said, "didn't want to waste any more of my time than was necessary so he asked the court if I might go on the stand out of turn. The judge replied, 'Yes, put Mr. Tracy on. I've heard so many lies here, I'd like to hear the truth for a while.'"

That about describes in what esteem the Weather Bureau is held.

It is with regret on our part that we announce the departure of our good friend George Shielein, meteorologist for the past five years at the Airport Weather Bureau. During his stay here on Nantucket the Shielein family made a host of friends and their lovely little daughter, Donna, won the hearts of all the habitués of the Ad Building's Snack Bar. In fact, it was only by exerting the utmost of parental pressure on Donna's large-sized friends that prevented them from completely spoiling the little lass' digestive tract once and for all.

At this point we do not know just where the Shieleins will be living although we have an idea it will be either in or hard by Hartford, Conn. We do know that George will be working at the Windsor Locks Weather Bureau and we will wager the weather in that area just doesn't hold a candle to our good old Nantucket air even if they do have a great deal of fog (from the river) and jumbo sized squall lines that really hash things up thereabouts.

All joking aside, however, we wish the Shieleins the very best of everything in their new locale and trust George will fly over and see us when the opportunity presents itself. After all, Hartford is only about one hour away (light plane time).

Weather Bureau Chief Al Geddes informs us he expects Mr. Robert Gordon from Brooklyn, N. Y., this coming Monday. Mr. Gordon will fill the vacancy caused by Mr. Schielein's transfer.

We were further informed by Mr. Geddes that Electronics Technician E. V. Matthews is down from Boston checking and calibrating the Weather Bureau's complicated (and numerous) instruments and electronic gear.

\*\*\*\*\*

Aug. 8, 1955



## Weather Bureau on Nantucket Observes 50th Anniversary.

### Weather Bureau on Nantucket Observes 50th Anniversary.

The United States Weather Bureau on Orange street was built twenty-two years ago, and is comparatively a youngster among the dwellings of this town. Because of this, many confuse the construction of this building with the actual beginning of weather forecasting here by the government, while the truth of the matter is that the inauguration of the system antedates by a considerable number of years the erection of the present station.

It was fifty years ago that the Government established a station here for the transmission of weather reports to the mainland. The U. S. Signal Corps had charge of the work, the office being in the Pacific Club building on lower Main street. Serg. Benjamin A. Blundon was the official in command, and in December his first assistant became Pvt. Max Wagner, also of the Signal Corps.

\* \* \* \* \*

Lieut. Thomas Mayhew Woodruff, U. S. Signal Corps, took charge of the work, assisted here by Sergt. Bolton. The route of the cable was as follows: Beginning at the Western Union office in Woods Hole, the line stretched to Long Neck, with a station at the fish commission building there, thence a mile and one-half of submarine cable taking quite a circuit into Buzzards Bay to avoid the strong tide, and extending to Uncatena Point. At this place the course was nearly direct to the end of the Vineyard Sound cable, about 2 miles east of Tarpauline cove on the island of Naushon.

The cable crossed the sound to Cedar Tree Neck, North Tisbury, on the Vineyard, thence running to Vineyard Haven and Edgartown, with telephone communication with Gay Head and Cottage City. The cable to Nantucket began on the South Beach of the Vineyard, two miles west of a railroad station, and crossed Muskeget channel to Hither Creek, Madaket, running outside most of the shoals.

From Madaket to town the cable was connected by wires running along 560 iron poles, brought to the island by the sloop *Nena A. Rowland*, direct from Jersey City. These were really iron cylinders, 21 feet in length and 2 1-2 inches in diameter. They landed here on the 16th of March, 1886, and Town Crier "Billy" Clark dug the first hole for the first post, on the corner of Main and Gardner streets.

The line extended from Gardner street to Pearl, thence to the lower floor of the Pacific Club where the Signal Office was installed. The roof of the building was used for making observations.

On Tuesday, April 20, the line was completed, and on April 26th Surfside Station was connected.

A wire ran from the office out to the east end of the island, via the "new Sconset road," to Sconset, then over to Sankaty Head, which was the chief place for observation. Telephone communication was maintained between Sankaty and Great Point, the signal station at the latter place being near the life saving station.

On Thursday, April 29, connections were made. Lieut. Woodruff, at Edgartown, telegraphed the first message at 12:30, and at 3:35 p. m. he notified the officer here that connections had been established with Woods Hole and Western Union.

The next day (April 30, 1886) Miss Annie Chinery was accorded the honor of presiding at the telegraph key in the Pacific Club office, and she forwarded two dispatches for Rev. Daniel Round to Gen. Hazen and Rep. R. T. Davis, as follows:

"Another important aid has been given to the efficiency of the Signal Service for the benefit of commerce and agriculture. The islands of Nantucket and Martha's Vineyard have been connected with the mainland."

The first message received was sent to W. C. L'Honniedieu by R. R. Jones of Falmouth, on the Cape.

A Citizens' Meeting was held in celebration of the event, some three hundred persons gathering in the upper floor of the Atheneum. Allen Coffin called the meeting to order. He then introduced Rev. Daniel Round who gave a graphic picture of the trials and experiences occurring during the campaign for the cable. The Mechanics Band played throughout the program.

Dr. Arthur E. Jenks delivered a stirring poem in honor of the event. His first lines ran as follows:

"Hark! Through the ocean surging at our doors,  
A message comes! The bridal of our town  
With the mainland announced!  
Indissoluble bond, with fiery nerves!  
They thrill, and quiver with the vital pulse  
Of commerce; inland traffic; daily news;  
A whispering gallery through the blue sea."

\* \* \* \* \*

The Signal Office received reports three times each day of observations at Sankaty and Surfside. From the roof of the Pacific Club more observations were taken. Thrice daily a full report was telegraphed to the mainland headquarters.

Of course, the main purpose of the Signal Office was for weather purposes only. However, commercial messages were handled at 25c for ten words to Woods Hole and 15 cents to the Vineyard. At Woods Hole, the Western Union rates went into effect.

\* \* \* \* \*

Sergeant Benjamin A. Blundon became the official in charge, and from all available material here it seems he was alone at the station for one month. He supplied *The Inquirer* and *Mirror* with weekly charts of the weather.

In November, 1886, a Lieut. Webber arrived to repair some of the equipment. At this time Pvt. C. G. Raymond was also on duty here.

The following comment appears in a November issue of *The Inquirer and Mirror*.

"As the wintry blasts and meteorological changes occur, Serg. Blundon of the local Signal Office becomes more and more the victim of the curious, who ply him with all kinds of queries concerning the methods of taking observations, the workings of the anemometer, how the rainfall is recorded and similar interrogations. He stands it like a major."

The first interruption occurred on Dec. 2, 1886, when the cable in Vineyard Sound was broken. The collier *Wilkesbarre* had fouled the line near Naushon Island. It was not until the middle of January that the circuit was again completed.

\* \* \* \* \*

Serg. Blundon's assistant from December, 1886, to May, 1888, was Pvt. Max Wagner, who returned to the island in 1893 to take charge of the station.

In Sept. 1891, the Signal Office was absorbed by the Department of Agriculture and became the Weather Bureau. Sergt. Blundon remained at the station until Sept. 1, 1891, when he requested a transfer to Washington. His departure was regretted, for in the seven years he had been a courteous and obliging official, a most valuable public servant. The captains of the Pacific Club presented a written testimonial of their esteem, signed by Capt. James Wyer, President of the Club.

In 1900 the government sold the Vineyard Sound length of cable to the Martha's Vineyard Telegraph Company, which opened an office in Folger Block, Main Street, as previously stated. In 1908, the same company

purchased the Nantucket branch of the government cable.

Lieut. Max Wagner was official in charge from Sept. 1893, to Feb. 2, 1897. From March 4, to May 5, 1896, while Mr. Wagner was on furlough, his place was taken by George E. Grimes. Lieut. Wagner's service then featured his experiences in the Spanish American War. He was later transferred to the Philippines, where he met an untimely death as a result of a native attack from ambush.

From Feb. 2, 1897, to August 1, 1899, William W. Neifert was the official in charge, to be succeeded by the present official, George E. Grimes, who has held the office since August 1, 1900. Mr. Grimes had previously served as assistant beginning in 1892, with an interval from May, 1896, to Jan., 1897, when he served at Vineyard Haven. It must be a matter of considerable pride with Mr. Grimes to realize that out of the fifty years of the Weather Bureau's service on the island he has served forty-four years.

When the present station on Orange street was built in 1904, Mr. Grimes moved into it in November, and took with him the original equipment from the Pacific Club quarters, consisting of key, relay and sounder. He still transmits his observations to the mainland with the old key.

In the rear of the station still stands the steel signal tower, eighty-five feet high, with the anemometer and other meteorological apparatus at the top connected with the instruments in the office.

\* \* \* \* \*

Those who have served as Officials in Charge of the Weather Bureau are as follows:

Serg. B. A. Blundon, Oct. 18, 1886, to Sept. 1, 1893.

Max Wagner, Sept. 1, 1893, to Feb. 2, 1897.

William W. Neifert, Feb. 2, 1897, to August 1, 1900.

George E. Grimes, August 1, 1900, to date, (Nov., 1936.)

Note: Mr. Grimes was also in charge from March 4, 1896, to May 5, 1896, while Mr. Wagner was on furlough.

\* \* \* \* \*

Assistants who have served during the fifty years of service are:

*Under U. S. Signal Corps.*

Pvt. Max Wagner, Dec. 15, 1886, to May 14, 1888.

Pvt. Geo. E. Clements, April 25, 1887, to Sept. 16, 1887.

Pvt. Henry Schneider, May 10, 1888, to Feb. 8, 1890.

Pvt. Levi A. Judkins, March 25, 1890, to May 30, 1891.

Pvt. F. W. Kritchelt, Feb. 15, 1890, to May 3, 1890.

Pvt. Charles T. Cross, May 12, 1890, to Oct. 12, 1891.

*Under Dept. of Agriculture*

Charles H. Richardson, May 30, 1891, to Sept. 1, 1892.

George E. Grimes, June 11, 1892, to August 1st, 1900.

(Mr. Grimes stationed at Vineyard Haven from May, 1896, to Jan. 23, 1897.)

William G. Mitchell, June 15, 1894, to Sept. 15, 1894.

Albert B. Pitman, March 13, 1896, to Dec. 30, 1897.

William H. Tracy, May 15, 1907, to June 30, 1908.

Mr. Tracy has for the past several years taken over the station when Mr. Grimes leaves for America on vacation.

\* \* \* \* \*

William H. Tracy is a Nantucket man. Since entering the service in 1907 he has been stationed in Washington, Boston, Sandy Hook, Grand Rapids and Nantucket. His present station is in Syracuse, where he has served about four years.

\* \* \* \* \*

Chief among the outstanding events in the history of the Weather Bureau was the transmission, via its cable, of the first wireless message received from a westbound liner at sea. This now famous happening took place on August 25, 1901. *The New York Herald* had arranged with Signor Marconi, perfecter of the wireless, to send some of his best men from London to Nantucket, where a wireless station was set up on Beacon Hill in Sconset. Thus, was the first commercial wireless system in the world inaugurated.

Commander J. D. Jerrold Kelley was the *Herald's* representative here. W. W. Bradfield, of the Marconi Co., was at Sconset with an assistant, E. George, while another Marconi man named Lockyer was stationed out on South Shoals lightship, to flash the first messages from that beacon.

On that memorable night, when a wireless message was hoped to reach Sconset station from the Cunard liner *Lucania*, a little group of men was waiting in the Weather Bureau office in the Pacific Club. These were W. G. Mitchell, the operator at the telegraph key, George E. Grimes, who was in charge of the station, and Harry B. Turner, of *The Inquirer and Mirror*.

over



Finally the message came from the *Lucania*, seventy-two miles off Nantucket. W. W. Bradfield received it at 'Sconset; Commander Kelley telephoned it to the Weather Bureau, where Messrs. Turner and Grimes saw it transmitted into Morse code and sent over the government cable to the *New York Herald*.

During the World War, the station on Orange street was a headquarters for the large corps of Naval Reserves at Nantucket, with Lieut. Prindiville in command.

Now that its "golden anniversary" has been duly observed, the Weather Bureau on Nantucket enters upon another period of service as one of the vital parts in the nation-wide system.

Observer Grimes, who has served forty-four years as an observer, now may look forward to his own celebration upon the completion of his fifty years as a Nantucket meteorologist.

Nov. 21, 1936

### Opened Weather Bureau Station Here in 1886.

Many of our readers will regret to learn of the death of Benjamin A. Blundon, which occurred in Washington, D. C., early on Tuesday morning last, at the age of seventy-five.

Mr. Blundon was a former resident of Nantucket and always kept his interest in the island alive through his weekly perusals of *The Inquirer* and *Mirror*. When the Weather Bureau, or "signal service" station, was opened at Nantucket on the 18th of October, 1886, Mr. Blundon was in charge and he remained in charge for the next seven years, during a period when the Weather Bureau service was in its infancy.

On the 1st of September, 1893, he was transferred to Washington and served a long term in the position of Chief of the Supply Division of the Weather Bureau, holding that office until he retired about two years ago. While residing in Nantucket, Mr. Blundon became affiliated with Union Lodge, F. & A. M., of this town.

When the Weather Bureau was first opened in Nantucket, the station was in the Pacific Club building at the foot of Main street. The office was in the room at the rear, which, for a number of years, also served as the telegraph office.

At that time the station was maintained under the United States Army, known as the "signal service," and it remained under that department until June 1, 1891, when it was transferred to the Department of Agriculture and known as the "Weather Bureau."

When the station was opened here in 1886, a tall pole was maintained on the edge of the sidewalk in front of the Pacific Club building on Lower Main street, from which weather signals and storm warnings were displayed. Later a 40-foot steel tower was erected on top of the building, for the use of the observers in making their observations, and holding the wind gauges and other instruments.

The tall flag-pole was later removed and a shorter pole placed on top of the building for the display of signals. This pole still remains, but the steel tower was removed when the Weather Bureau was transferred to its present location on Orange street in 1904.

Aug. 4, 1934

### Removal of Weather Bureau To Nantucket Airport.

With the removal of the local office of the Weather Bureau to the airport on April 21, 1946, a greatly expanded program of observations was inaugurated. When installation is completed and the full schedule of airway, synoptic, pilot balloon, radiosonde and rawinsonde observations is attained, the Nantucket station, with a personnel complement of 12, will become one of the largest weather observatories in New England. The airway, synoptic, and radiosonde observations are already under way, and the rawinsonde program is to begin at an early date.

Daily radiosonde flights are being made at 11:00 a. m., with a second flight to be made daily at 11:00 p. m. as soon as training is sufficiently advanced. In these flights a radio transmitter, along with temperature, humidity, and pressure recording instruments, is carried by balloon into the stratosphere. Radio signals received on recording equipment at the ground station give an accurate record of the weather conditions through which the flight rises. Thus far, the greatest elevation reached at Nantucket has been slightly over 11 miles, and the lowest temperature recorded has been 87 degrees below zero, Fahrenheit. The equipment sent aloft is supported by a six-foot, helium-filled balloon which rises until the bursting point is reached, when the equipment returns to earth by parachute.

Pilot balloon observations are being made to determine the wind direction and velocity aloft, the free balloons being followed by theodolite. With the inauguration of the rawinsonde program, combined pilot balloon and radiosonde flights will be made, the flights being followed from the ground station with radio direction finding and receiving equipment.

Climatological observations are being continued at the Weather Bureau building on Orange street in order to obtain comparisons with the airport readings. All data published in this newspaper are obtained from the airport observations. The airport station is operated 24 hours a day and personnel on duty are prepared to furnish all weather data that may be requested by the public. The new telephone number is Nantucket 971.

During installation of equipment, Richard J. Smith, of the Weather Bureau Office, Trenton, N. J., has been acting in charge at the airport station, with Eugene H. Larcom, of the Weather Bureau Airport Station, E. Boston, acting as instructor and supervisor of the upper-air program.

Mr. C. F. Hand, former official in charge of the Orange street office, has been transferred to the Airport Station at Williamsburg, Pa., and departed on May 7th for that city.

### Nantucket Weather Bureau Charted Hurricane Edna.

The U. S. Weather Bureau Station at Nantucket Memorial Airport made a careful record of the passage of hurricane Edna, as it did with regard to hurricane Carol, and found that the most recent storm will go down in history as breaking a forty-year record for low barometric pressure.

Despite reports received over the radio and over the Weather Bureau teletype hookups that the storm would reach the vicinity of Nantucket at dawn on Saturday, the local weather station recorded only 17 mile per hour winds from the east-southeast at 4:30 a.m. Gusts to 22 miles per hour were recorded at that time.

The winds increased steadily until at 11:00 a.m. when it reached 50 miles per hour, from the east, with gusts to 75. From 11 a.m. until 3:00 p.m. the wind held steady at between 50 and 60 miles per hour, with gusts to 75, 88 and 90 miles per hour.

The highest wind velocity clocked during the storm was 90 miles per hour, at 2:05 p.m.

From 3:00 to 4:00 the wind dropped to 40 miles per hour, with gusts of 60 to 65 miles per hour, and gradually worked around from the east to southeast to southwest at 3:30, and west-northwest at 4:00. It held approximately the same velocity until 5:30 p.m., when it gradually diminished.

At midnight on Saturday the wind was once again 17 miles per hour, from the west-northwest, with gusts to 24 miles per hour.

The highest wind sustained for a period of five minutes was 64 miles per hour from the southeast at 1:50 p.m.

Regarding the atmospheric pressure it began to fall steadily from 9:00 a.m., and at 3:00 p.m., as the "eye" of the storm passed the island, a low of 28.165 inches was recorded, the lowest on record. The previous low reading was 28.32 inches in November, 1904.

Following the "eye", the pressure rose steadily until 10:00 p.m. The amount of fall in the six hours preceding 3:00 was 1.135 inches and in the three hours before 3:00, was .720 inches. In the three hours after 3:00 p.m. the barometer rose .935 inches, and in six hours after the "eye" passed rose 1.335 inches.

A total of 1.64 inches of rain fell during the storm, heavy rain occurring between 9:44 a.m. and 12:09 p.m.

The Weather Bureau personnel were able to launch an observation balloon at 11:23 a.m. Saturday, when the wind was 45 miles per hour from the east, with gusts to 72. The first balloon broke while being launched, but a second attempt was successful.

The Weather Bureau says that the "eye" of hurricane Edna passed just west of Nantucket, between 3:00 and 4:00, the island getting only the eastern edge. The report about the hurricane having two eyes did not come from the Weather Bureau, but from some source outside the Weather Bureau Center in Boston, possibly the Coast Guard.

The communications facilities of the Weather Bureau did not fail during the storm although some garbling of messages on the C.A.A. teletypes, which handle the weather sequences, was experienced.

1954

MAY 18, 1946.



## Observer Grimes to Retire After Long Years of Service.

Fifty-two years ago last month—in October, 1886—the Weather Bureau service was first established on Nantucket. And of the fifty-two years that have passed, George E. Grimes has been connected with the Nantucket office forty-six years, first under the United States Signal Corps and then under the Department of Agriculture.

Forty-six years is a long time for a man to hold one job, but George E. Grimes has done it and as he looks back over more than four decades he can recall many interesting experiences. He has an excellent record in the Weather Bureau service and merits all the commendation which he has received from the Department at Washington.

Now he is reaching the age of retirement and on the 28th of November will be relieved of his duties by a younger man—John B. Underwood, who is coming to Nantucket to take charge of the station in the line of promotion from the position which he has been holding at Albany, N. Y.

Observer Grimes deserves all the relaxation and freedom from exacting duties that will come to him as a retired government official. For nearly half a century he has been "tied down" to routine, on duty practically twenty-four hours a day, and not only held close to fixed hours each day when observations must be taken, but always subject to the click of the telegraph key or the ring of the telephone bell for special observations.

It will seem strange to us all not to see "George" on duty at the Weather Bureau or to hear his genial voice when we call "97" on the phone, when seeking information about wind or weather or "what happened" in the weather line years ago. For nearly half a century the same cheerful response "Weather Bu-reau" has come back over the wire—ever cheerful willing and accommodating.

A storm may have been threatening, the skies dark, the rain beating on the roof, the wind breezing up—the captain of the steamer may have called the observer from his warm bed at 5.30 in the morning to see how hard it is blowing in order to decide whether it is prudent to put out.

The telephone may have aroused him in the middle of the night to send a death message over the wire. A vessel may have been seen in distress off the south shore and the services of a tug needed. It has mattered not what the call, whether by day or by night, George Grimes has always responded with a willingness that was refreshing.

Especially was this so during the years before a permanent telegraph office was established here by the Western Union, during the period when the observer at the Weather Bureau was also the island's telegraph operator and in addition to the duties as observer, he handled all the personal, commercial and press dispatches passing over the telegraph cable to and from Nantucket.

Mr. Grimes is a native of the state of Maryland, having first seen the light of day in the village of Oxen Hill, November 20, 1868. When but nineteen years of age he entered the government service, joining the United States Signal Corps at Washington on the 22nd of January, 1887. Four years later he received the appointment of assistant observer and went

to Buffalo, N. Y., where he remained until 1892, when he was sent to Woods Hole to handle all telegraph messages to and from Nantucket.

A short time later he was sent to Nantucket to serve as assistant observer, and since 1892 he has always been connected with the Nantucket station (with the exception of a few months in 1896-97 when he was stationed at Vineyard Haven). It was while at the Vineyard that Mr. Grimes conceived the idea of conversing over the telegraph cable by connecting the office telephone at each end of the wire. He was actually the first man to talk by telephone between the Vineyard and Nantucket.

When Mr. Grimes first came to Nantucket the weather station was located in the Pacific Club building at the foot of Main street, the office being in the room on the lower floor, southeast corner. The observatory platform was on the roof of the building and a tall pole was located in front near the entrance to the present District Court offices. It was there the government station was maintained until 1904, when the government purchased property on the east side of Orange street, where the Weather Bureau station has since been located.

Before he received the appointment of "junior meteorologist" Mr. Grimes served as assistant observer to the late Max Wagner and William W. Neifert, he becoming the official in charge on the 1st day of August, 1900. Up to a short time ago the Nantucket office, although one of the most important on the Atlantic coast, has been a one-man station. Recently, however, there have been three men assigned here, as bulletins of conditions at Nantucket have to be sent to Newark at regular periods throughout the day and night, in connection with the air service maintained by the government for the assistance of aviators.

When Mr. Grimes turns over the reins to Mr. Underwood, on the 28th of November, he will return to private citizenry for the first time since he joined the government service fifty-two years ago next January. He deserves all the relaxation and pleasures that may come his way upon retirement at the age of three-score-and-ten.

Those who have served as Officials-in-charge of the local Weather Bureau station since it was established are:

Sergt. B. A. Blundon, October 18, 1886, to Sept. 1, 1893.  
Lieut. Max Wagner, Sept. 1, 1893, to Feb. 2, 1897.  
William W. Neifert, Feb. 2, 1897, to August 1, 1900.  
George E. Grimes, August 1, 1900, to November 28, 1938.

Assistants who have served during the fifty-two years the station on Nantucket has been operated were:

Under U. S. Signal Corps.  
Pvt. Max Wagner, Dec. 15, 1886, to May 14, 1888.  
Pvt. George E. Clements, April 25, 1887, to Sept. 16, 1887.  
Pvt. Henry Schneider, May 10 1888, to February 8, 1890.  
Pvt. Levi A. Judkins, March 25, 1890, to May 30, 1891.  
Pvt. F. W. Kritchelt, Feb. 15, 1890, to May 3, 1890.  
Pvt. Charles T. Cross, May 12, 1890, to October 12, 1891.

Under Dept. of Agriculture.  
Charles H. Richardson, May 30, 1891, to Sept. 1, 1892.  
George E. Grimes, June 11, 1892, to August 1, 1900. (Mr. Grimes stationed at Vineyard Haven from May, 1896, to January 23, 1897.)  
William G. Mitchell, June 15, 1894, to Sept. 15, 1894.  
Albert B. Pitman, March 13, 1896, to December 30, 1897.  
William H. Tracy, May 15, 1907, to June 30, 1908.

It was on the 17th of November, 1885, that the government telegraph cable was landed at Madaket by tug Storm King, preparatory to the establishment of the United States Signal Corps on this island. This was not the first telegraph cable that had been laid across Nantucket sound, however, as away back in 1856 a project to link Nantucket with the mainland by a telegraph line actually materialized. The cable was laid across from Monomoy Point—on Cape Cod—to Great Point on Nantucket. It was a small wire surrounded by tough gutta-percha, the cable being only 5-8 of an inch thick. It worked successfully and for a short time an office was maintained in the lower floor of Folger Block, corner of Main and Orange streets.

The cable was at that time heralded as "the longest telegraph cable in America", but the manufacturers miscalculated on its strength, as it broke in a couple of months under the weight of the accumulation of seaweed and was never restored. A section of this 1856 cable was pulled up by a quahaug dredge in 1916 and found to be in perfect condition. A piece of the cable is in the Historical Museum, along with sections of subsequent cables.

When the government cable was landed at the west end of the island in 1885, it opened the way for the present very efficient Western Union service which Nantucket is receiving today, although in the years that have passed the cable has been broken a number of times, repaired and replaced. The first line to cross the island from Madaket to town was built with hollow galvanized iron poles, 21 feet tall and 2½ inches in diameter. It needed about 400 of them to reach town, and at the time it was thought they would be far better than wooden poles. Such was not the case, however, as wind, snow and ice raised havoc with the line repeatedly and many of the poles doubled over under the weight accumulating on the wires.

Nov. 19, 1948

## New Weather Bureau Chief Is a Good Prophet.

It was almost raining cats and dogs when we called the new head of the Nantucket Weather Bureau to make an appointment. "Come tomorrow at 2," said Alfred Geddes. "Sure, if it's not raining, because I'll have to bicycle out to your office," we said. "It will be fair," said Mr. Geddes. And, just to prove he is a good weather prophet, it was fair.

The prognosticator got a lot of his training during the war as an Air Force weather bureau man in India and in Burma. He was a staff sergeant whose observations were directly linked to the perilous operations of British guerillas in the jungle and the dropping of air supplies to aid them. He also had much to do with reports that enabled safe flights over The Hump, the famed Burma Road to China.

This was a case of the job finding the man. For Mr. Geddes, technically trained at Lowell Institute and Franklin Institute, had thought before the war that he would be a draftsman. He was drafted and put into the Air Force. Aptitude tests headed him toward the weather branch and he was happy because some one told him he could make sergeant in two months and get ahead in the world. He was a sergeant in two months.

"It's fascinating work," says Mr. Geddes of his job. He is a handsome six-footer, weighing about 175, 32 years old and married to a Nantucket girl, the former Anne Haddon, whom he met toward the start of his six years of service here. He succeeded Don Halligan, transferred to Wyoming in the spring, as meteorologist in charge of a staff of seven in the neat airport office.

Monsoons, typhoons and the like have been familiar nuisances to Mr. Geddes. Now his principal weather preoccupation is fog. Even he finds it difficult to predict fog. However, he and his co-workers do their best, always with an eye to summer business and the desire of people to get as much sun as possible on vacations. This is why you find an unusual emphasis on sunny periods in island weather reports.

A native of Everett and now the father of three children, the young meteorologist would rather be here than anywhere else. He is right next door to planes that depend upon weather observations for service. That's more or less the way it used to be in Burma.

He is an outdoor man who goes fishing and swimming whenever possible. "Nothing like Nantucket for that," he says.

Aug. 8, 1953



### Nantucket Weather Bureau Helps Predict Weather.

The weather is the one thing that everyone talks about, but nobody does anything about. While this is true, the fact that everybody talks about it and it plays such an important part in the lives of all of us, gave me the desire to know more about how a Weather Bureau is able to forecast what we may expect in weather.

I also wished to know something about the history of our bureau and therefore, with these two desires in mind, I set forth on the warmest day in March, to interview Mr. Grimes for the Student Issue of *The Inquirer and Mirror*.

Mr. Grimes was very busy but gave me the information I wished.

To those who are familiar with the application of meteorological science to weather forecasting, and with the material benefits accruing to the commerce and industry of the United States from timely warnings of marine storms, frosts, and cold waves in winter, fall and spring, it is of interest to note that, at the time when Jamestown was settled in 1607, very little was known about air properties and its phenomena. Today, at nearly three hundred stations of our country, electrically-recording automatic meteorological instruments measure and transcribe for every moment of time the temperature, air pressure, wind velocity and direction, rainfall beginning and ending, amount of precipitation, and the sunshine or cloud.

Daily Weather Maps show stations of our country and Canada that make telegraphic reports of the weather each morning at 8 a. m. and 8 p. m., seventy-fifth meridian time. The report consists of observations of the barometer and thermometer, velocity and direction of wind, state of the weather and amount of rain and snow, and 8 a. m. reports are furnished to over two hundred twenty-five stations for use in the preparation of maps and bulletins.

On the weather maps are found solid lines that are called isobars. These are drawn through points that have the same atmospheric pressure. Each line is drawn from one-tenth of an inch in the height of the barometer. Isotherms are shown by dotted lines drawn through points that have the same temperatures. A line is drawn from each ten degrees of temperatures. Where decided changes in temperature have occurred in the preceding twenty-four hours these are indicated by heavy dotted lines. An arrow that flies with the wind indicates the wind direction. Symbols show the state of the weather, such as: clear, rain, snow, cloudy or partly cloudy.

Precipitation in the form of rain or snow that has occurred during the preceding twenty-four hours is shown by shaded areas on maps issued at Washington, D. C., and several other stations. Details of maximum and minimum temperatures, temperature changes, wind velocity, and amount of precipitation during the past 24 hours are given on the tabular data.

The text printed on maps present forecasts for states and stations, summarizes the general and special meteorological features that are shown by lines, symbols, and tabulated data.

The centers of areas of low barometric pressure, or general storms, are indicated on maps by the word "low," and the centers of areas of high barometric pressure by the word "high." The general movement of United States "high" and "lows" is from west to east. In their progression they are somewhat like a series of atmospheric waves, the "highs" are the crests and the "lows" are the troughs. Six hundred to seven hundred miles of easterly movement is an average for these "highs" and "lows." "Lows" move in an easterly or northeasterly direction, while the "highs" move in an east or southeasterly direction.

In advance of a "low" the winds are westerly or northerly and, therefore, are usually cool. The "high" has easterly or southerly winds and are, therefore, very mild. The advance of a "low" is almost invariably preceded and attended by precipitation in the form of rain or snow, and their passage is usually followed by clearing weather. The temperature on a given parallel west of a "low" may be reasonably looked for on the same parallel to the east when the "low" has passed, and when the night is clear and there is little wind, frost is due along and north of an isotherm of 40 degrees. A "low" is generally followed by a "high" which in turn is followed by another "low."

The storms of the United States follow, however, year after year, a series of non-capricious tracks, but are related to each other by very well defined laws. A "high" appearing on the Californian coast may cross the mountains near Salt Lake, and then pass directly over the Gulf States to the coast of Florida; or it may move farther northward, cross the Rocky Mountains in the state of Washington, up the Columbia River valley, then turn east and finally reach the Gulf of St. Lawrence. The paths are determined by the laws of general circulation of the atmosphere and configuration of North America. This movement of the "highs" from the middle Pacific coast of Florida or the Gulf of St. Lawrence is confined to the summer half of the year which is from April to September, inclusive.

Our Weather Bureau was established on October 18, 1886. It was founded in the Pacific Club building. Owing to its inadequate quarters and in order to have a permanent location, the government purchased the present location in 1904, and on November 8 of that year, the present station was opened. The present instruments are still in use, with some additions such as: sunshine recorder, nephelometer, and a tippy bucket rain gauge.

The official in charge, Mr. Grimes, has been in connection with the government station here since 1892.

Elizabeth Norton.

### Nantucket Weather Bureau Station Helps Track Disturbances On Eastern Seaboard

Only one small cloud carrying perhaps a thimbleful of rain crossed the sky over Nantucket on a sunny November afternoon. Winds were calm, humidity was low. The chance of rain seemed remote.

Yet on that Tuesday, November 12, at 3:12 p. m., the Weather Bureau at Nantucket Memorial Airport recorded precipitation 16 miles away, ten degrees south of due west, falling from a height of 4,000 feet.

There were no ships nearby on the seas to report the disturbance. There were no planes crossing the mainland to report crossing or dodging a rain cloud. How can the men on duty at the Weather Bureau here be aware of this disturbance seen by no known human eye, and record it so accurately that it could be plotted on a map?

Seated before a panel of dials, knobs, tubes, and screens, a meteorologist turns by remote control a huge radarscope, tilting its face to all angels of the sky, until a picture on one of the screens indicates a disturbance.

One of the panels gives the width of the cloud, another shows the distance away. By turning the saucer-shaped radar scope on its axis, a weatherman can spot any disturbance within 225 miles.

This scope is part of a hurricane warning system on the eastern seaboard. Two other similar installations are located at Cape Hatteras, N. C., and at San Juan, Puerto Rico. In between these large, long range, radarscopes, there are many smaller short range ones.

Installed here in August, 1956, the radarscope stands 40 feet on a metal framework, 550 feet from the Airport Administration building. It is covered by a metal dome reminiscent of astronomical observatories, and flashes two red obstruction lights at night.

Although signals are received in the dome, remote control panels in the Weather Bureau office make it possible to record observations and transmit findings almost instantaneously to Boston and Washington.

Connected to the control panel is a 35-millimeter camera which automatically takes a picture at every second revolution of the radarscope. The completed films are shipped to the Weather Bureau's radar research office in Kansas City.

A polaroid camera fits over one screen, to take pictures of any disturbance of interest. In another corner of this roomful of mechanical weather eyes is a transmitter which transmits these pictures by air waves to the Weather Forecast System in Boston. A voice transmitter is also connected with Boston, to allow immediate comments to accompany the picture.

Weather Bureau Chief Al Geddes, as much at ease with dials, screens and charts as a baby with a rattle, said that on some days

when atmospheric conditions are just right, an outline of the Island can be seen in the center of the photographic plate.

Every meteorologist in the station is trained to record and transmit observations, but one man alone is responsible for the complex electronic equipment governing the radarscope.

As yet, no hurricanes have been tracked by the scope and screen, but miles of film recording and other data have been sent to be correlated with observations from up and down the coast.

Even when skies are clear, men and machines are recording changes and movements of weather patterns. "Everybody talks about the weather, but nobody does anything about it" you've heard. The weather men may not do anything about it, but at least they know where it is.

Nov. 22, 1957



# Weather Bureau's New Nantucket Radar Installation Now in Operation on Watch for Coastal Hurricanes

Special to The Standard-Times

NANTUCKET, Aug. 25—The Weather Bureau's powerful new radar installation on Nantucket is now guarding the hurricane invasion route into New England.

The key "eye" for the New England hurricane warning circuit went into operation Aug. 18. The 8-foot rotating disc is temporarily on top of a wooden tower 10 feet high and 10 feet square. Because of the steel strike the regular 40-foot steel tower has been delayed in arriving. The complete installation with the steel tower will be ready within one month, Weather Bureau officials say.

With the Nantucket installation in operation an accurate record can be attained of hurricane behavior north of New York. Previously few Weather Bureau facilities were available to track a hurricane in the New England region.

On June 15 a special teletype-writer circuit went into operation connecting the cities on the East Coast and the Gulf Coast with the hurricane forecast centers at New Orleans, Miami, San Juan, P. R., Washington and Boston.

This circuit will provide for the rapid dissemination of hurricane data and the collection and interchange of information between cities on the circuit.

Alfred H. Geddes, meteorologist in charge of the Nantucket station, said today that even with the 10-foot tower, the new scope is producing "excellent echoes" at 200 miles, or about as far down the Atlantic Coast as Asbury Park, N. J. Superior results, up to 250 miles, are expected when the radar antenna is put on top of the steel tower, Geddes said.

The 8-foot radar disc weighs 1½ tons. It revolves 12 times a minute. "This is sufficient for tracking the precipitation areas," Geddes pointed out.

## To Be Flown In

During any hurricane alert at least one and more likely two expert weather radar operators will be flown in from Washington, D. C. The Weather Bureau standby plans call for these men to operate the scopes, 24 hours a day, located in the air-conditioned, dark room housing the complex electronic equipment. In the meantime the six men and one girl, the regular station personnel, will receive additional training. Geddes has already received instruction on the operation of the gear. He will train the others. Originally this equipment was



—Bill Haddon Photo

**CHIEF METEOROLOGIST—Alfred H. Geddes, chief meteorologist in charge of the Nantucket Weather Bureau station, is shown against the background of the island's new radar installation to track East Coast hurricanes.**

owned by the Navy. It was developed and used to track airplanes during World War II. The Weather Bureau bought the equipment and converted it for weather observation work. Not much altering was needed because the antenna cup was designed to be raised or lowered to the proper elevation and the rotation of the disc can be made to revolve in either direction at variable speeds.

On the original equipment only one scope was used. The Weather Bureau added an additional,

but identical, scope for 35-mm. time-lapse motion pictures. The 35-mm film is sent to weather headquarters in Washington for development and study. After a hurricane a research team studies the storm carefully checking its behavior and correlating that with supplementary information relayed by weather observers.

In addition to the motion pictures for research other pictures are taken for immediate use. A specially constructed portable rig holding a Polaroid print-a-minute camera is set over the observer's

scope. These prints are sent by facsimile radio transmission direct to the Weather Bureau Forecasting Center located at Logan Airport in Boston.

## Put in Operation

The Weather Bureau called for a "crash program" to get the Nantucket scope in operation in a hurry, as the hurricane called Betsy began to swing up the coast from Florida a week ago, Mr. Geddes said.

James Connolly, the electronics technician for the Nantucket station, was assisted by five other technicians sent here by the government earlier this month to complete the installation. Mr. Connolly is from the Boston area. Seddon Legg, prominent Nantucket contractor, built the temporary wooden tower and will assist in the construction of the permanent steel structure.

The transmitters for both the radar and radio equipment are housed in a converted garage located several hundred feet from the radar room set up in the Nantucket Airport building. The Nantucket Weather Bureau is located in the airport administration building.

Like the radar observers room in the airport building the transmitter room is also air-conditioned. The radar equipment is kept on 24 hours a day. The transmitter units produce a considerable amount of heat. This transmitter room is also set up as a work area for the on-station electronics technician Connolly.

In addition to the transmitters the garage also houses an independent power supply plant for use in emergencies. Under normal conditions the current for the station operation is supplied by the Nantucket Gas and Electric Company.

## Only Observes

The radar is only a superb observation tool and not a forecasting device, Mr. Geddes advises. One valuable adjunct of the radar is that it will reveal a pattern of rain cells which will become apparent on the screen two days in advance of the hurricane. This will give ample warning to New England.

Nantucket, glad to have the Weather Bureau radar station on the island, is somewhat concerned for fear too much talk about a big blow will scare away the Summer visitors. To keep the record straight Nantucketeers have started a campaign to let others know a hurricane has NEVER hit this island.

Aug. 25, 1956



## Growth Of Weather Bureau On Nantucket Is Noted; Radar Equipment Is New Feature

Weather observation on Nantucket has had a long history. The earliest observation, however, were made on a part-time and often haphazard basis, and it was not until October 1886 that a weather station as such was established.

The station then was located in the Pacific Club building at the foot of Main Street. In 1904 it was moved to a building at 46 Orange Street, which was owned by the Weather Bureau. This building was recently bought by Mr. and Mrs. Robert E. Deeley and is being razed for a garden area next to their new home.

The station was moved to Memorial Airport in 1946, and established in its present quarters in the new administration building in 1952.

The history of the Nantucket weather station has been marked by steady growth. Weather forecasting techniques and equipment have been improved and made more elaborate, and the educational and professional standards of the personnel have been raised. There have also been great changes in the functions of the station. For example, it has a new and important role in the hurricane warning system.

Until the Summer of 1955, when Hurricanes Connie and Diane struck New England in quick succession, and left death and widespread destruction in their wake, the Weather Bureau regarded hurricanes in this area as fairly rare occurrences. In fact, it was estimated that only three times in a century would damaging hurricanes strike New England.

Because hurricanes occurred so infrequently in the past, the Weather Bureau's warning service was not really prepared for them. It was understaffed and lacked instrumental equipment. Connie and Diane made these short comings acutely obvious, however, and Congress quickly appropriated funds for equipment, personnel, and research.

One immediate result was the installation of a radar network on the East Coast, one of whose functions is to keep hurricanes under constant surveillance as they make their way north. Stations, each with a range of approximately 225 miles, are located at strategic spots from San Juan, Puerto Rico, to Nantucket. Each station tracks the hurricane as soon as it comes within range, and reports changes in its direction, velocity, and character.

Radar was installed at the weather station on Nantucket in August, 1956, but because steel was not available it was not mounted on its present 40-foot tower until December. The equipment had been used by the Navy during the war for aircraft detection, and was

converted by the Weather Bureau for storm detection. Since there were no hurricanes last year, the station has yet to make use of its forecasting capacity in that type of storm. However, none is expected until mid-July at the earliest, according to Alfred H. Geddes, meteorologist in charge of the Nantucket station. "The hurricane season starts in the Caribbean in mid-June," he said. "In fact, most of the storms that caused damage in the past occurred in September."

Elaborate provisions have been made for the prompt transmission of data to the Boston Forecast Center if a hurricane is picked up by the Nantucket radar. A Polaroid picture can be taken of the storm on the radar scope, and immediately transmitted to Boston by radio-telephone facsimile. The Nantucket station also has radio-telephone voice communication, so that in addition to transmitting a picture the local weathermen can point out details of the storm, and give its position, direction, and rate of movement.

The ability to transmit both a picture and a voice description means that Boston receives an almost on-the-spot description of the hurricane's progress. The report is instantaneous and, because radio telephone is used, there is very little chance that it will be interrupted by storm damage.

In addition to their seasonal job of tracking hurricanes, the personnel of the station perform a number of more routine, but no less important, functions. For example hourly observations are made of the degree of cloudiness, visibility, atmospheric pressure, temperature, humidity, and wind speed and direction. This information is automatically dispatched to stations all over the United States by teletype. Other observational data is sent to stations all over the world.

Instrument-bearing weather balloons are released every four hours. These instruments test weather conditions aloft, and send back information on pressure, temperature, relative humidity, and wind speed and direction. This information is transmitted to forecast centers, where it is used in analyzing the structure of air masses. The weather balloons are frequently tracked to an altitude of 100,000 feet. At that altitude the balloons, which are six feet in diameter at sea level, have expanded to a diameter of 30 feet. Since the prevailing winds over Nantucket are westerly, most of the them are blown out to sea. The few that are recovered are returned to the Weather Bureau, which reconditions the instruments and puts them back in service.

The station is also prepared to supply wind and weather information to pilots who land at Nantucket. This service is used chiefly by private pilots, though the local weathermen do occasionally brief Northeast Airlines pilots. Because it is the most easterly land-based weather station in the United States, weather data supplied by Nantucket is of great importance to trans-ocean pilots. These pilots are briefed at their home bases, however, and only very rarely contact the Nantucket station directly.

The weather station operates 24 hours a day. In addition to Mr. Geddes, it is manned by Clyde Blackwood, the principal meteorological aides, and one is an electronics technician, who is responsible for the maintenance of instrumental equipment, including radar. One of the aides is Robert P. Grimes. His grandfather, George E. Grimes, who is now a member of the Board of Assessors, became in 1886 Nantucket's first full-time weatherman and was in charge of the station for many years.

### Marcus L. Ramsdell Retires

Marcus L. Ramsdell, Court Officer for the District Court, will end his 18 years' service to the county next Wednesday, September 30, when he will retire.

Mr. Ramsdell said yesterday a State law requires the automatic retirement of court employees when they reach the age of 70 years. He observed his 70th birthday on Wednesday of this week and is permitted to serve out the month.

Judge Caroline Leveen, presiding justice of the court, has the power to name Mr. Ramsdell's successor. The position does not pay a very high salary. Mr. Ramsdell last year receiving only \$835 for his services. There is very little doing in the court during the winter months but sessions are frequent during the summer.

Sept. 25, 1959

### Probate Court

Bequests totaling \$24,500 were contained in the will of Susan B. Fuller, late of Nantucket, which was filed in Probate Court Wednesday by Attorney Roy E. Sanguinetti.

The principal beneficiaries are her brother, Walter R. Bean, of Sea Cliff, L. I., and Mrs. Elsie Warner Rogers, a niece of her late husband, Fred V. Fuller. Mrs. Rogers lives at 12 Milk Street, Nantucket.

The will, filed for probate, directs that Mr. Bean is to receive \$5,000 and Mrs. Rogers, \$7,000. The rest and residue of the estate, after other bequests are paid, is to be divided equally between Mr. Bean and Mrs. Rogers.

Other bequests made by Mrs. Fuller include \$2,500 to a nephew, Henry S. Bean, II, also of Sea Cliff; \$1,000 to his wife, Nell S. Bean, and \$500 each to their three children, Henry S., III, Elizabeth, and James S. Bean. Another nephew, Gilbert L. Bean, of Braintree, is left \$2,500 and his wife, Mary Bean receives \$1,000.

Miss Catherine Fuller, daughter of the late Walter N. Fuller, of Walham, was left \$2,500.

Mrs. Fuller said in her will she was leaving \$500 to William C. Brock of Nantucket "in remembrance of his constant kindness to me." Jay H. Gibbs, of Nantucket, who worked for Mrs. Fuller, was bequeathed \$250.

The Old People's Home in Nantucket, was left \$500 and the Adm. Sir Isaac Coffin School received \$250.

Mrs. Fuller directed that all inheritance taxes be paid out of her estate and named Attorney Sanguinetti and the Pacific National Bank to serve as executors of her estate without being required to furnish bond.

The will of Mrs. Georgia T. Harvey, late of Nantucket, was also filed in Probate Court this week. In her will Mrs. Harvey left her entire estate to her husband, Dr. Ralph L. Harvey, who was also named executor of the estate. The value of the estate was set at \$300.

### Milton Zlotin Gets Appointment As District Court Officer

The appointment of Milton I. Zlotin, of Gay Street, as court officer for the Nantucket District Court was announced Thursday morning by Judge Caroline Leveen.

Mr. Zlotin replaces Marcus Ramsdell, who retired Wednesday after serving in the position for the past 18 years.

The new appointee was born in Chicago and attended Chicago schools. He has lived in Nantucket for the past 15 years and is married to the former Zelda Kaufman. The couple have three children, Paula, Elaine, and Barry. Mr. Zlotin is a veteran of the US Army in World War II.

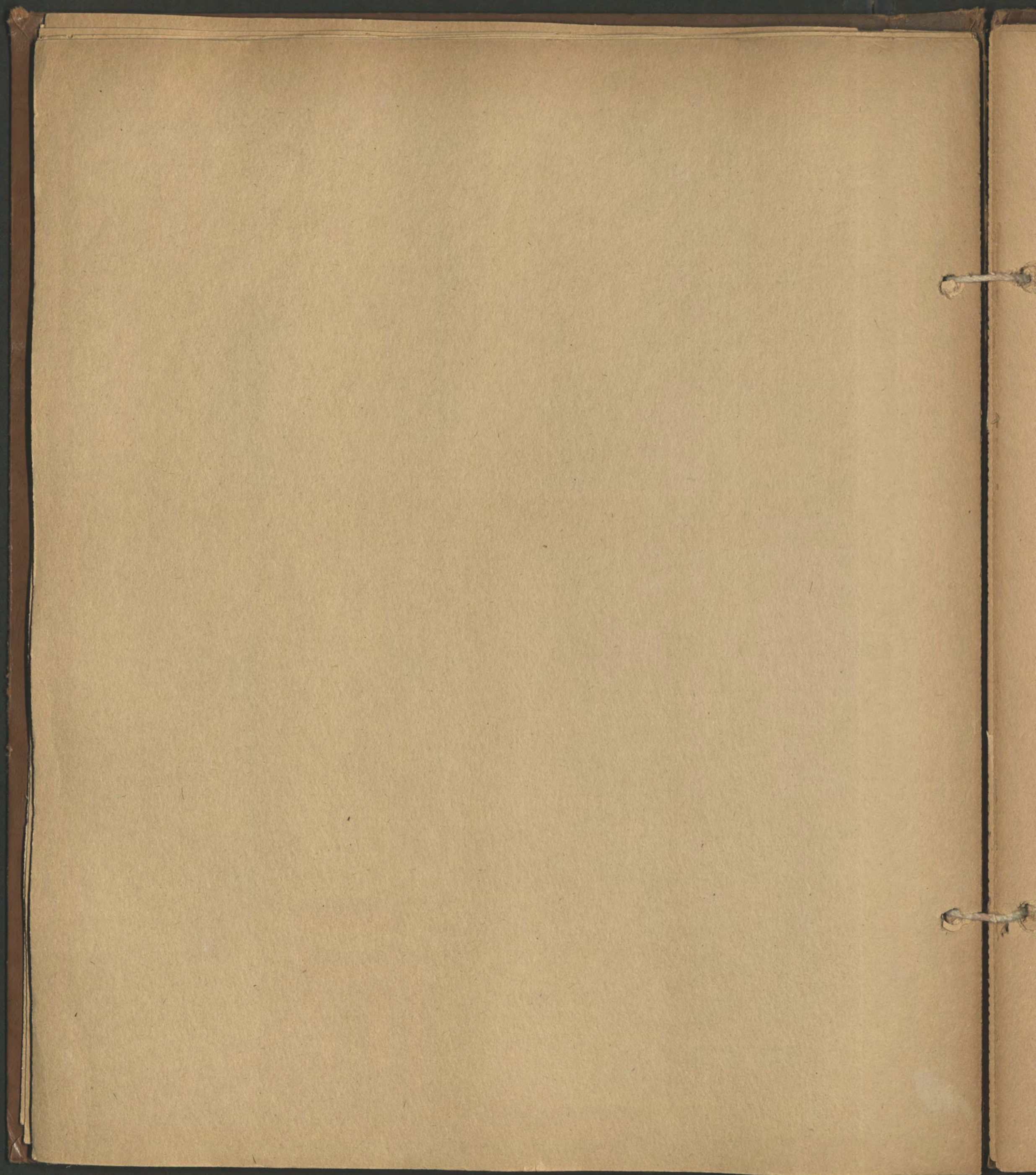
He is associated with his in-laws, Mr. and Mrs. Simon R. Kaufman, in the operation of the Green Coffee Pot Restaurant and has taken an active part in the affairs of the Nantucket Community Orchestra.

Oct. 2, 1959



E. M. Washburn Co.  
16-8  
15/4







## NANTUCKET'S NEW POST OFFICE



Nantucket's New Postoffice, corner of Federal and Pearl Streets, stands on the site of the Joseph B. Macy house, razed last spring.

The new building is now about ready for occupancy. How do you like its appearance?

The main entrance is on Federal street, but there is also a side entrance on Pearl street. The postmaster's room is on the extreme right. Then come the service windows—Money Order and Postal Savings, Registry and C.O.D., Stamps and General Delivery.

The drop letter slots are on the Federal street side, about opposite the main entrance. The letter boxes are on the Pearl street side of the lobby and consist of 663 No. 1 boxes, 174 No. 2, and 61 No. 3, making a total of 898 boxes.

### The Nantucket Postoffice And The Postmasters.

The first postmaster in this town was William Coffin, who took office 142 years ago next March. Prior to that year Nantucket had no government postoffice and correspondence with the rest of the world was solely through the island's shipping. Every out-going whale-ship had its "letter bag" and every "packet" running to Boston, Baltimore, Albany or other ports carried a sack of mail.

There was not much letter-writing in those days; correspondence was principally of a business nature, in connection with the various branches of the whaling industry. To be sure, the island families kept in touch with the fathers, brothers, and sons who were sailing the high seas on whaling voyages, and letters were forwarded by every ship that sailed, to be delivered in the most convenient manner when the Nantucket ships "touched" at some far distant port, but it took months and sometimes a year or so for a letter to be delivered.

Mails were of course very irregular in leaving and reaching Nantucket, but in those days the islanders gave little thought to such matters and it was not until 1793 that the government took hold and established a postoffice on the island. It is known that William Coffin was the first postmaster but where the first postoffice was located is a question. The department does not know and it is fair to presume that it was in Mr. Coffin's home, as was the case in those early days, or else in one of the island's "reading rooms".

During the 142 years that have passed, Nantucket has had but twenty different postmasters, which fact shows that some of the appointees held office through several presidential terms. George W. Ewer held office the longest period—nineteen years—Andrew Whitney held office the second longest period—eighteen years—and Charles F. Hammond came next, he holding office sixteen years. It was under Mr. Hammond's regime that Nantucket received its greatest development in postal service.

When he took office the business was located in what is now the west side of Wing's Store on the south side of Main street. The quarters were cramped and wholly out-of-date. An empty dry goods box served as the "money order department"; the equipment and facilities were antique in every way. Postmaster Hammond made some radical recommendations to Washington.

On the 30th of May, 1900, the postoffice moved from the old quarters to its present location in Masonic Block, corner of Main and Union streets, where an entire new equipment was installed and the service greatly improved in many ways. The postmaster thought that the street letter boxes would be a convenience to which the people of Nantucket were entitled and this was one of the first improvements made during his administration. The expense of erecting and maintaining the boxes was upon the postmaster, however, the government loaning the boxes. Now there are about double the number of boxes that were first installed.

The business grew steadily, both in stamp sales and in the money order branch, so that on the 1st of July, 1901, it became a second-class postoffice.

The steady growth of the island as a summer resort from year to year caused the postoffice business to continue to leap ahead and eight years after it became a second-class office the government appreciated the development of the postal business to such an extent that "carrier service" was inaugurated on June 15, 1909.

Those who have served as postmasters of Nantucket are the following. In each case the man held office until his successor was appointed.

Name	Appointed
William Coffin	March 20, 1793.
Silas Jones	April 1, 1805.
James Barker	October 1, 1805.
Thomas Macy	April 1, 1818.
George W. Ewer	May 5, 1820.
James Mitchell	July 8, 1839.
Samuel H. Jenks	March 26, 1841.
George F. Worth	July 5, 1843.
James H. Griggs	May 11, 1849.
Joseph Mitchell	Sept. 25, 1850.
Charles P. Swain	April 27, 1853.
Andrew Whitney	April 17, 1861.
Josiah F. Murphy	January 16, 1879.
John M. Winslow	April 11, 1887.
Josiah Freeman	January 6, 1892.
John M. Winslow	January 15, 1896.
Charles Hammond	January 17, 1900.
James Y. Deacon	July 11, 1916.
Addison Winslow	August 5, 1921.
Alfred E. Smith	March 3, 1927.

FEBRUARY 9, 1935

George W. Ewer served as postmaster nineteen years—the longest of any of them. Andrew Whitney was a close second, however, for he served eighteen years. The shortest term was by Silas Jones, who was postmaster only six months—from April 1 to October 1, 1805. John M. Winslow was twice postmaster, serving from April 11, 1887, to January 6, 1892, on his first term, and from January 15, 1896, to January 17, 1900, on his second term. This happened through politics.

Mr. Winslow was appointed for his first term by President Cleveland, who was succeeded by President Harrison. The plums then went back to the Republicans and President Harrison gave Josiah Freeman the appointment of postmaster.

At the next election the Democrats won again, Cleveland being elected for another term, and when Freeman's term as postmaster expired, President Cleveland handed the office back again to Mr. Winslow, a life-long Democrat, who held the key until the Republicans again came into power under President McKinley, who gave postmaster Hammond his appointment in 1900. Mr. Hammond held office for the succeeding sixteen years, which were under a continuous Republican regime at Washington.

When the Democrats again took up the reins by the election of President Wilson, the appointment naturally went to a Democrat, James Y. Deacon. Now that the Democrats are again in power, there is naturally much speculation as to whether the postmastership will go to a Democrat this time, and if so, to which one of them. Of course there are many Democrats who would like the plum, but the fact that they are not apparently united on any one man has even the Democrats guessing as to just what is going to happen.



### Miss Roberts as Nantucket's First Woman Postmaster.

The Senate on Saturday last confirmed the nomination of Miss Alice E. Roberts to be postmaster at Nantucket, to succeed Alfred E. Smith, whose term of office expired last March. Miss Roberts was nominated by Senator David I. Walsh, having passed the Civil Service examination and being his selection from the long list of applicants.

For months there has been considerable speculation as to who would succeed Postmaster Smith and a number of the members of the local Democratic Committee thought they were in line for the appointment, it being generally understood that Washington was adhering so closely to party lines and party favors that Mr. Smith would not be re-appointed.

The announcement of Miss Roberts' nomination came as a distinct surprise to local Democrats, although for some time it had been whispered that Miss Roberts was closer to the appointment than anyone else.

The youngest of the three sisters who conduct the Roberts House, one of Nantucket's popular year-round hostleries, Miss Roberts has a wide circle of acquaintances and is held in the highest esteem throughout the community. She will enter upon her new duties as Nantucket's first woman postmaster with the best wishes of all and with the most cordial feelings among all members of the post-office staff.

Aug. 31, 1935

**OUR NEW POSTMASTER.**—President Cleveland has appointed Capt. John M. Winslow as postmaster at Nantucket in place of Mr. Josiah F. Murphey, whose term expired in February last. The new postmaster will soon enter upon the duties of his office. The appointment is a very proper one, the chief magistrate recognizing one of the faithful of his party here as in other sections. We congratulate the new P. M., on his appointment, and wish him success in sailing the postal service of this community.

Apr. 10, 1887

A daily mail route has been established between Great Point and Nantucket, which passes through Coskaty, Head of the Harbor, Wauwinet, Polpis and Quaise, the station men taking up letters on their way to town. The business has grown rapidly, and has now assumed the proportions of a free express delivery. It is said to be a laughable spectacle to see the parcels, jugs, pails, boxes, etc., hung on the fences along the route, which the driver is expected to stop and gather in. How long this accommodation line will be run is a matter those interested must decide.

Dec. 19, 1885

### Nantucket Post Office Becomes First Class July 1.

On Monday next, the first of July, the Nantucket postoffice will be advanced to a first-class office, the business during the past year bringing the income up to the standard of first-class offices.

It was on the first of July, 1902, that the local office became second-class, and on the 15th of June, 1909, Nantucket first received carrier service.

The corner-stone of the new post-office building was laid on the 31st of July, 1935, and the building was open for public inspection on January 7th, 1936, the following day being opened for business.

The first air-mail flight from the building was on the 20th of June, 1946, and next Monday it will become a first-class office.

The list of postmasters who have served since the Nantucket office was established on the 20th of March, 3793, is as follows:

William Coffin	March 20, 1793
Silas Jones	April 1, 1805
James Barker	May 18, 1805
Thomas Macy	Dec. 4, 1817
George W. Ewer	May 5, 1829
James Mitchell	July 8, 1839
Samuel H. Jenkins	March 26, 1841
The office was advanced to the Presidential grade, July 1, 1843:	
George F. Worth	July 5, 1843
James H. Briggs	May 11, 1849
Joseph Mitchell	Sept. 25, 1850
Charles P. Swain	April 27, 1853
Charles P. Swain	March 24, 1858
Andrew Whitney	April 17, 1861
Andrew Whitney	July 14, 1865
Andrew Whitney	July 9, 1870
Andrew Whitney	June 24, 1874
Josiah F. Murphey	Jan. 16, 1879
Josiah F. Murphey	Feb. 5, 1883
John M. Winslow	April 11, 1887
Josiah Freeman	Jan. 6, 1892
John M. Winslow	Jan. 15, 1896
Charles F. Hammond	Jan. 17, 1900
Charles F. Hammond	Jan. 26, 1904
Charles F. Hammond	Jan. 13, 1908
Charles F. Hammond	Dec. 18, 1911
James Y. Deacon	July 11, 1916
Addison T. Winslow	Aug. 5, 1921
Addison T. Winslow	Dec. 14, 1925
Walton H. Adams, Act.,	Oct. 11, 1926
Alfred E. Smith	March 3, 1927
Alfred E. Smith	Feb. 25, 1931
Miss Alice Roberts	Aug. 27, 1935
Miss Alice Roberts	Aug. 27, 1939
(under Civil Service)	

June 29, 1946

**DARING ROBBERIES.**—The Post Office in this town, was entered on Wednesday night, probably with false keys, and about sixty dollars, mostly in specie, stolen therefrom. About 300 letter stamps were also carried off. The house of Mrs. Frederick F. Swain, in Fair Street, was entered by a window on Tuesday evening last, and sixteen dollars were abstracted from a work-box. The key of the box was taken from the pocket of a dress which hung in the bed room of the house, and was carried off with the money.

Four or five other small robberies have been committed during the past week, but the thief has not been detected. Our people should be on their guard, for it appears that the town is infested with experienced robbers.

Apr. 1, 1853

## NANTUCKET POSTMASTERS

### Department at Washington Presents Complete List Together With the List of Presidents Who Made the Various Appointments.

The records of the Postoffice Department at Washington show the following facts regarding the postoffice at Nantucket, which will be found of more than passing interest, as the compilation not only gives the names of the successive postmasters, but who was Postmaster-General and who was President at the time the appointments were made.

The first postmaster at Nantucket was William Coffin, who was appointed by President Washington, on the 20th of March, 1793. Since Coffin's appointment, twenty other individuals have received appointments as postmasters at Nantucket. Some have been re-appointed for two or more terms, the longest period being held by Andrew Whitney, who held office for eighteen years—from his first appointment by President Lincoln on the 17th of April, 1861, until the appointment of Josiah F. Murphey on the 16th of January, 1879, by President Hayes.

The second longest to hold office was Charles F. Hammond, who was appointed postmaster January 17, 1900, by President McKinley, and held the office until James Y. Deacon was appointed by President Wilson on the 11th of July, 1916.

The Nantucket office was advanced to the Presidential grade, July 1, 1843.

It was advanced to the second-class grade July 1, 1902.

Letter carrier service was inaugurated June 15, 1909, during the regime of Postmaster Hammond.

The corner-stone of the Federal postoffice building on Federal street was laid by Postmaster Alfred E. Smith on the 31st of July, 1935.

The new building was completed and opened for public inspection under Postmaster Roberts, January 7, 1936, and was opened for business on January 8, 1936.

There is no record of where the first postoffice was located, but it is presumed it was in William Coffin's home, as was the custom in the early days. The government has no record of the early locations which followed, until the postoffice was located on Main street, in what is now the west side of Wing's Store building.

It remained there until the 30th of May, 1900, when it was moved down to Masonic Block on the corner of Main and Union streets. There it remained until the present Federal building was erected and ready for occupancy the first week in January, 1936.

Postmaster	Date Appointed	Postmaster-General	President
William Coffin	March 20, 1793	Timothy Pickering	Washington
Silas Jones	April 1, 1805	Gideon Granger	Jefferson
James Barker	May 18, 1805	Gideon Granger	Jefferson
Thomas Macy	Dec. 4, 1817	Return J. Meigs, Jr.	Monroe
George W. Ewer	May 5, 1829	William T. Barry	Jackson
James Mitchell	July 8, 1839	Amos Kendall	Van Buren
Samuel H. Jenkins	March 26, 1841	Francis Granger	Harrison
George F. Worth	July 5, 1843	Chas. A. Wickcliffe	Tyler
James H. Briggs	May 11, 1849	Jacob Collamer	Taylor
Joseph Mitchell	Sept. 25, 1850	Nathan K. Hall	Fillmore
Charles P. Swain	April 27, 1853	James Campbell	Pierce
Charles P. Swain	March 24, 1858	Aaron V. Brown	Buchanan
Andrew Whitney	April 17, 1861	Montgomery Blair	Lincoln
Andrew Whitney	July 14, 1865	William Dennison	Johnson
Andrew Whitney	July 9, 1870	John A. J. Creswell	Grant
Andrew Whitney	June 24, 1874	John A. J. Creswell	Grant
Josiah F. Murphey	Jan. 16, 1879	David McK. Key	Hayes
Josiah F. Murphey	Feb. 5, 1883	Timothy O. Howe	Arthur
John M. Winslow	April 11, 1887	William F. Vilas	Cleveland
Josiah Freeman	Jan. 6, 1892	John Wanamaker	Harrison
John M. Winslow	Jan. 15, 1896	William L. Wilson	Cleveland
Charles F. Hammond	Jan. 17, 1900	Charles E. Smith	McKinley
Charles F. Hammond	Jan. 26, 1904	Henry C. Payne	Roosevelt
Charles F. Hammond	Jan. 13, 1908	Geo. von L. Meyer	Roosevelt
Charles F. Hammond	Dec. 18, 1911	Frank H. Hitchcock	Taft
James Y. Deacon	July 11, 1916	Albert S. Burleson	Wilson
Addison T. Winslow	Aug. 5, 1921	Will H. Hays	Harding
Addison T. Winslow	Dec. 14, 1925	Harry S. New	Coolidge
Walton H. Adams,	Oct. 11, 1926	Harry S. New	Coolidge
Acting			
Alfred E. Smith	March 3, 1927	Harry S. New	Coolidge
Alfred E. Smith	Feb. 25, 1931	Walter F. Brown	Hoover
Alice E. Roberts	Aug. 27, 1935	James A. Farley	Roosevelt
Alice E. Roberts	Aug. 27, 1939	James A. Farley	Roosevelt

June 1, 1940

over



Just when Nantucket first received mail service by steamboat is difficult to ascertain. From March, 1793, when the post office was first opened here until some time in the mid 1830's, the mails were entirely carried by sailing packets.

But these packets depended upon wind and weather and the whale-oil merchants, who were competing with New Bedford and other ports, began to cast about for a more satisfactory mail service to the continent. They enlisted the ready aid of the editor of *The Inquirer* and considerable exertion was applied to the political wires in Washington.

The first notation of obvious results appears in the issue of *The Inquirer* for January 5, 1828. It reads as follows:

"By letter from the Hon. John Reed we learn that the Postmaster General has ordered a Daily Mail to Nantucket with the exception of Sundays. We believe the order cannot be complied with, without the aid of steam."

The editor was right. Despite the official ring of the announcement no daily mail service was launched in January of 1828; nor in any of the months that followed. From the various brief mentions made of the possibility for a mail service, it was evident that all was not harmonious in the viewpoint about the practicability of steamboats. Very naturally the commanders (who were often the owners) of the packets already carrying the mails, objected strongly to any change to steamboat. Many substantial Quaker merchants and business men were loath to gamble on any experiments with steamboats. The reason for this attitude is explained by the fact that two previous attempts to establish steamboat lines here had met with failure.

On January, 12, 1828, the editor of *The Inquirer* commented thus:

"Since our last brief mention of a possible daily mail service, considerable has been said on the subject and some steps taken to promote the design. That every man on the island would be highly gratified with an arrangement which would give us six mails weekly, we have no reason to doubt; but that the views of the efficient and acting part of the community will be in unison on this subject, with regards to the best mode of transporting the mails too and from this place, we believe it would be hazardous too much to speak with equal confidence.

"We are aware that the difference of opinion that may be felt and expressed respecting the manner of conveying the mail, may originate in principles by no means censurable, but highly commendable; for the same representation of facts, of course, of deducing consequences from premises, has a different effect upon different minds.

"To promote the public good is undoubtedly the wish of all, but how it is to be promoted in this particular instance, is the first consideration which may elicit a variety of speculation and plans.

"We know there are some among us who would object to a steamboat for the transportation of mail, on account of the expense; and the objection will perhaps appear very plausible. But before a different mode of conveyance be contracted for, it is certainly desirable that the subject receive a candid investigation, and with the expense of steam navigation compare the advantages that would be derived from it.

"Perhaps it may appear like a vague conjecture, but we do honestly

believe that one steamboat for carrying the mail between the Island and the continent would, to take the year through, bring and carry as many mails as three packets depending wholly on the wind.

"Perhaps many who feel little partiality to steam for propelling vessels, formed their opinions on the abortive attempt to run a steamboat between this place and New Bedford some years ago. But because the boat was a poor one, and the machinery not calculated to raise sufficient power, without too great a consumption of fuel, does not furnish any argument against steamboats that are good and greatly improved."

The packet captains were loath to admit any improvement by the use of steamboats. Capt William Hiller declared that in January, 1818, he made 27 round trips with the mails, and that was an excellent record for any kind of sailing vessel.

For some time thereafter, there was no mention of the proposed daily mail service—and, what was more significant, no mention of any proposed steamboat. That considerable agitation continued is probable, with those of the merchants who believed in the establishment of a steamboat line apparently in the minority.

In the April 19, 1828, edition of *The Inquirer*, the following appeared:

"It gives us satisfaction to inform our distant readers (those on the island being already in possession of the fact) that arrangements are now made for a daily mail to be conveyed alternately from this place to Falmouth and Hyannis and returned in the same way from these places to this town.

"The new regulation is to be as punctually complied with as wind and weather will permit; and will in a great degree obviate the inconvenience so long felt and complained of, not by residents of the island only, but by people on the continent, occasioned by the delay in transmitting letters and newspapers. Some at a distance have never subscribed to the Nantucket paper, generally because there have been frequent delays in transmitting them to the continent."

The packets had apparently won the contest—or it may have been that no company could be found willing to invest in a steamboat. So far as daily mail service was concerned, however, it was definitely established by contract in April, 1828, but the clause "wind and weather permitting," exempted any attempt at maintaining a daily schedule.

The year 1828 found the mail packets operating on an average of three round trips each week. Some semblance of a schedule was maintained during the summer and fall, but the storms of the early winter, the ice embargoes of winter, and the spring gales made "daily mail service" an empty phrase, indeed.

Steamboats were still the logical solution of the problem, and the editor of *The Inquirer* was anxiously awaiting the formation of an island company to prove it.

On October 25, 1828, Capt. R. S. Bunker brought his steamboat *Connecticut* to the island, towing a dredging outfit with which certain island merchants wished to demonstrate the practicability of deepening the channel to the wharves.

The *Connecticut* advertised an excursion to Falmouth, and 300 people boarded her for the trip. Unfortunately a strong northeaster made conditions in the Sound too uncomfortable and the little steamer had to return. She sailed for New York again on the 29th of October. There can be little doubt but that the steamboat enthusiasts here intended to display her to advantage, but weather conditions defeated the plans.

Two months later, December 27, 1828, *The Inquirer* printed:

"We are pleased to see the subject of a steamboat between this port and the continent again in agitation. Captain Williams is now here to ascertain what investments can be obtained on this island, towards accomplishing the proposed enterprise. We understand that gentlemen in Boston and New Bedford are friendly to the undertaking and ready to take a liberal portion of shares, so that it now seems to depend principally upon the citizens of Nantucket to say whether or not a steamboat line shall be established, and we believe every friend to the general prosperity of this town will give his voice in the affirmative."

It was not until the spring of the following year (1829) that another steamboat came to Nantucket. This was the *Marco Bozzaris*, built for the famous New York merchant Jacob Barker. As a former Nantucketer, Mr.

Barker realized the possibilities of a steamboat line connecting the island with the world. The steamer was in command of his nephew, Captain Edward Barker, and made her first trip on a run to New Bedford April 29, 1829. But trouble developed with her boilers and she returned to New York for overhauling. It was not until the following June, 1830, that she again resumed service on a weekly basis. In that same summer another steamer, the *Chancellor Livingston*, came here to run one excursion trip to Boston, the first of its kind in island history.

The *Marco Bozzaris* continued to run weekly trips during 1830 and '31. In the spring of 1832 the little steamer made tri-weekly trips. In the fall of that year she was replaced by the *Telegraph*, and her success resulted in the formation of the first Nantucket Steamboat Company on Feb. 4, 1833.

But in the meantime the mails were still being carried by the sailing packets, and the skippers, forced to the limit by the prospective competition, were making some fine trips. The packets ran principally to Hyannis and West Falmouth. The *Republican*, Captain Pease, made some good trips in the winter of 1832-33, as did the *Smack*, Captain Hiller, the *Federal*, *Hero*, *Rapid* and *Comet*. Packets running to Boston were the *George Washington*, *Enterprise* and *Leader*; to Hartford, the *Heroine* and *Sarah*; to Newport, *Mary Nichols*, *Hope & Susan*; to Charleston, S. C., the *Betsy*; the *Reliance*, to Portland, Me.; *Champion*, to New Bedford; *Senator* and *Delight* to New York city and Madison, Conn.

When the *Telegraph* began her tri-weekly trips in March, 1833, the mail was still being carried by packets. But the Steamboat Company decided that it was better to combine the two services, and in April, 1833, a definite

schedule was arranged, whereby the packets *Glide*, Capt. Pease, and *Fenwick*, Capt. Hiller, were to sail on Mondays, Wednesdays and Fridays from Nantucket, and the *Telegraph* on Tuesdays, Thursdays and Saturdays—the return trips to take place on the alternating days. In this manner the mail and passengers, as well as the freight service, were handled satisfactorily, but there was a clause in the schedule in which the company stated passengers aboard wind-bound packets would be transferred to their destinations without charge by the steamboat.

This, of course, cornered the market for a considerable part of the trade to the ports of Falmouth, Hyannis and New Bedford, but it did not check the activities of the other packets running to these ports.

The early records of the Nantucket Steamboat Company were destroyed by the great fire of 1846, and thus it is impossible to ascertain what the government paid for its first mail contract with the steamboat company. It was noted in a meeting of 1849 that the sloop *Portugal* be exchanged for a more suitable vessel provided that the company received the contract for carrying the mails.

There are some of our readers who can recall the sloop *Tawtemeo*, which succeeded the *Portugal* and ran as a packet for many years between Nantucket and New Bedford under the command of Capt. John Ray. The *Tawtemeo* was first owned by the Nantucket Steamboat Company, which used her for regular freight and packet service and also as a passenger boat at times when the regular steamer was hauled off for repairs or painting.

In 1855, when the steamer *Island Home* was constructed, the Steamboat Company sold the *Tawtemeo* to Captain Ray, and the craft continued in service as a packet until May, 1881, when she was sold and left Nantucket waters. The death of her venerable skipper had occurred a few months prior to her departure.

The *Tawtemeo* was an able craft, built rugged and sea-worthy in every way. Some of our readers will probably recall the poem written by the late William Hussey Macy, which ran thus:

The shades of night were falling fast  
As 'round Brant point a good sloop passed  
And to the pier her hawsers cast—  
Tawtemeo  
Then music raised its stirring tone,  
Great guns were fired and fog-horns blown,  
That her arrival might be known—  
Tawtemeo  
Once more in his own native place,  
The Captain, with his Ray-diant face,  
Can tell his stories with a grace—  
Tawtemeo

Note—The name "Tawtemeo" was the Indian name for Hummock pond.

June 1, 1940



## The Nantucket Post Office.

Some Interesting Figures--A General Gain in the Business of the Office since 1879.

We present to our readers to-day, some very interesting figures furnished us by Postmaster Murphey, which show to a certain degree what a letter-writing people are the inhabitants of our island. The amount of business transacted at our office is strikingly large as compared with that in towns of about the same population. In the money order department account are these figures particularly noticeable; and the fact of the amount being so large is doubtless due to many private individuals trading with parties abroad, remitting by postal orders for goods purchased, and also to the singular fact that the majority of our business men do business through this medium instead of by the less expensive check system. In 1879 our office ranked on the list as one of the second class; but under the present postal regulations it comes under the third class. There has been a general gain in the amount of business in each department of the office over the previous year, which is fully shown in the comparative figures below.

### Receipts for General Business.

1879.

The receipts for general business for 1879, for sales of stamps, stamped envelopes, box rents, &c., was \$4468.18. Total expenses, including Postmaster's salary, clerk hire, rent, fuel, &c., \$2000; leaving balance in favor of Post Office Department of \$2268.18.

The Money Order business, including receipts and disbursements for the year, amounted to \$27,031.95.

The number of pieces of mail matter received in one week was 2710, which represents one of the smallest week's mails in the year--the first in November.

### Receipts for General Business.

1880.

The receipts for general business, from the sale of stamps, stamped envelopes, postal cards, &c., for the year ending December 31st, 1880, was \$5189.37. Total expenses, including Postmaster's salary, clerk hire, rent, fuel, &c., \$1900; leaving balance in favor of Post Office Department of \$3289.37.

The Money Order business, including receipts and disbursements for the year, amounted to \$32,375.35.

Largest number of pieces of mail matter sent from the island in any one week for the year, was in August, viz., 6168. The smallest amount in any one week was in December, numbering 3396. The aggregate number of pieces sent during the year, 180,000.

### Stamp and Envelope Business.

Stamps sold in 1880,	124,219
" " " 1879, - - -	113,045
Gain in 1880,	11,174
Postal cards sold in 1880, - - -	28,450
" " " 1879, - - -	23,325
Gain in 1880,	5125
Stamped Envelopes, &c., sold in 1880, - - -	28,100
Stamped Envelopes, &c., sold in 1879, - - -	25,190
Gain in 1880,	2910

### Registered Business.

Registered letters, &c., sent in 1880,	438
" " " " " 1879,	398

Gain in 1880, 40

Registered letters, &c., received in 1880, - - - - -	426
Registered letters, &c., received in 1879, - - - - -	364

Gain in 1880, 62

### Money Order Business.

In 1879 there were issued 2028 orders, the fees therefor amounting to \$27,032.95. In 1880 there was a falling off in the number sent, though the fees therefor represented a larger sum, as follows: Number of orders, 2019; fees, \$32,375.35.

In 1880 there were paid at the office 759 orders, amounting to \$13,890.70. In 1879 the number paid was 615, representing in amount \$13,820.05.

## Hardy Appointed Postmaster.

Frank L. Hardy, who has been Acting Postmaster of Nantucket since the retirement of Miss Alice Roberts from that position in November of 1950, is now Postmaster for Nantucket, following the confirmation of his appointment by the Senate in Washington on Wednesday of this week. Mr. Hardy received a telegram from Senator Saltonstall notifying him of his appointment.

Mr. Hardy, who is thirty-nine years old, is the son of Mr. and Mrs. Joseph Hardy, of New Bedford. He attended the New Bedford schools, following which he entered the employ of the Steamship Company. He held the position of purser on one of the boats until World War II when he entered the United States Navy, becoming a Chief Boatswain before receiving his honorable discharge at the close of the war.

He entered the fishing business and later operated his own fish market at the foot of Main street. In 1950 he received appointment as Acting Postmaster and has now received the official notification of his appointment as permanent Postmaster for Nantucket.

Mr. Hardy married the former Mary Irene Dunham, of Nantucket, on December 26, 1936. They have two sons, Ralph and Richard, and make their home on East Dover street.

## POST OFFICE.

Nantucket, August 23d, 1861

STAMPS and Stamp Envelopes of a new style are substituted for those hitherto in use.

On and after the 29th instant, the old stamps and stamped envelopes will cease to be good for the payment of postage at this office.

Persons having in their possession stamps and stamped envelopes of the old pattern may have them exchanged at this office at any time previous to the 29th inst., during office hours.

A. WHITNEY, P. M.

a23--21

## Nantucket Postoffice Has Had Eighteen Postmasters.

"Who was the first postmaster of Nantucket?" was a question which we were asked the other day, while the matter of "the next postmaster" was under discussion. The first postmaster in this town was William Coffin, who took office 128 years ago next March. Prior to that year Nantucket had no government post-office and correspondence with the rest of the world was solely through the island's shipping. Every outgoing whale-ship had its "letter bag" and every "packet" running to Boston, Baltimore, Albany or other ports carried a sack of mail on board.

There was not much letter-writing in those days; correspondence was principally of a business nature, in connection with the various branches of the whaling industry. To be sure, the island families kept in touch with the fathers, brothers and sons who were sailing the high seas on whaling voyages, and letters were forwarded by every ship that sailed, to be delivered in the most convenient manner when the Nantucket ships "touched" at some far-distant port, but it took months and sometimes a year or more for a letter to be delivered.

Mails were of course very irregular in leaving and reaching Nantucket, but in those days the islanders gave little thought to such matters and it was not until 1793 that the government took hold and established a post-office on the island. It is known that William Coffin was the first postmaster, but where the first postoffice was located is a question. The department does not know and it is fair to presume that it was in Mr. Coffin's home, as was the case in those early days, or else in one of the island "reading rooms."

During the 128 years that have passed, Nantucket has had but eighteen different postmasters, which fact shows that some of the appointees held office through several presidential terms. Andrew Whitney held office the longest period--eighteen years--and Charles F. Hammond came next, he holding office sixteen years. It was under Mr. Hammond's regime that Nantucket received its greatest development in its postal service.

When he took office the business was located in what is now the west side of Wing's Store on the south side of Main street. The quarters were cramped and wholly out-of-date. An empty dry goods box served as the "money order department"; the equipment and facilities were antique in every way. Postmaster Hammond made some radical recommendations to Washington, for he saw the possibilities for development, and Washington was agreeable.

On the 30th of May, 1900, the post-office moved from the old quarters to its present location in Masonic Block on the corner of Main and Union streets, where an entire new equipment was installed and the service greatly improved in many ways. The postmaster thought that street letter boxes would be a convenience to which the people of Nantucket were entitled, and this was one of the first improvements made during his administration. The expense of erecting and maintaining the boxes was upon the postmaster, however, the government loaning the boxes. Now there are about double the number of boxes that were first installed and the service is greatly appreciated by the townspeople.

The business grew steadily, both in stamp sales and in the money order branch, so that on the 1st of July, 1901, it became a second-class office.

The steady growth of the island as a summer resort from year to year caused the postoffice business to continue to leap ahead and eight years after it became a second-class office the government appreciated the development of the postal business to such an extent that "carrier service" was inaugurated--on the 15th of June, 1909.

At present the Nantucket postoffice is a credit to the community. It ranks well with the smaller cities of Massachusetts and is far ahead of other towns of its size in the volume of business which passes through it in the course of a year; in fact, we doubt if there is another town in the country of less than 3,000 population which can boast of maintaining a second-class office, with a yearly business greater than that of the Nantucket office.

Believing that it will be of interest, as well as of historic value, to publish the list of men who have served as postmasters of Nantucket from the time the office was established in 1793 to the present time, we have secured through our Washington correspondent their names with the dates of appointment of each postmaster. This necessitated "digging up" old musty files and records in the department at Washington, but the result is a corrected list, which appears herewith. In each case the incumbent held office until his successor was appointed.

Name	Appointed
William Coffin	March 20, 1793
Silas Jones	April 1, 1805
James Barker	Oct. 1, 1805
Thomas Macy	April 1, 1818
George W. Ewer	May 5, 1829
James Mitchell	July 8, 1839
Samuel H. Jenks	March 26, 1841
George F. Worth	July 5, 1843
James H. Griggs	May 11, 1849
Joseph Mitchell	Sept. 25, 1850
Charles P. Swain	April 27, 1853
Andrew Whitney	April 17, 1861
Josiah F. Murphey	January 16, 1879
John M. Winslow	April 11, 1887
Josiah Freeman	January 6, 1892
John M. Winslow	January 15, 1896
Charles F. Hammond	Jan. 17, 1900
James Y. Deacon	July 11, 1916



"He pasted a sheet of postage stamps  
 "From snout clear down to tail,  
 "Put on a quick delivery stamp, and  
 "Sent the cod by mail."

This has never happened at the Nantucket Post Office but Postmaster Miss Alice Roberts and her staff of 15 employees probably would not be surprised if it did. They have experienced and seen or heard so many unusual things in the Post Office that nothing phases them now.

With no surprise whatever a postal clerk will disperse pleasantly a line which frequently forms at the post office window as the echo of the steamboat whistle dies on the warm air. Eager vacationers are asking for their mail and turn away puzzled because they must wait another half hour. Sooner or later a forgetful tourist will pant up to the window and ask of the clerk on duty, "Can you tell me when the next train leaves?"

Other odd questions have come to be expected by the patient clerks. Strangers wander in from the street and ask, "Can you tell me please where I can find a room for the night?" "Do the buses leave from in front of the post office?" or—and this is an old, old "chestnut"—"Tell me, what do you do here in the winter with your long evenings?"

Not only thoughtless, time-consuming questions keep the clerks from their work but personal and family problems have a way of obtruding sometimes.

Each season there is the situation of the husband and wife looking for letters of an extra-curricular nature, an especially trying time if they come together for mail. Perhaps a young daughter carefully chaperoned by her mother calls for the mail only to find a letter from an unapproved boy-friend. The parental reaction which follows may be controlled—but it is immediately apparent to the observant clerks.

#### Tells Amusing Experience

Lincoln Porte, senior clerk and in charge of money orders, registered mail and claims, tells an amusing story of a sedate, elderly woman who came to the parcel post window several years ago. She noticed lying on the counter a sheet of newly issued stamps. And inquired with natural curiosity, "Whose picture is that on the new stamps? I can't make it out upside down."

The clerk, tired after a long day of work looked up. His answer held a dry spiciness which convulsed even the staid little woman, "That? Oh, that's the man who ate the dog's lunch!" The general laugh which followed refreshed everyone.

The same parcel post clerk sometimes receives curious answers to the routine question asked whenever a package is being mailed, "Does this contain anything fragile or easily broken?"

A thoughtful pause will follow, then the person mailing it will smile engagingly and say, "Oh, no. There is nothing breakable in it. It's just a milk glass plate I am sending home." The answer is meant soberly and in good faith.

## Patient Post Office Employees No Longer Surprised by the Unusual

If the postal employees sometimes grow weary of the endless questions, the public never realizes it for from Miss Roberts down to Kenneth Wilson, chairman. They are all uniformly kindly and polite.

#### New First Class Office

An additional reason for the personnel is to be constantly on their toes was the change in the status of the postoffice, a change made July 1, 1946. At that time the Nantucket postoffice, admitted to "presidential grade" in 1943, became a first class office, defined as meaning an office with a business in money order receipts of \$40,000 or more. The volume of letters and packages has increased in the two rush seasons of Christmas and Summer time approximately 10 times beyond normal.

Postmaster Roberts who took office in August 27, 1935 as an appointee of President Franklin Delano Roosevelt finds her executive duties heavier as well as her responsibilities. Assistant Postmaster Maxwell Deacon bends daily over increased records while Mr. Porte and Irving Sylvia, Robert Mack, David Austin and Manuel Sylvia, the junior clerks, tramp more than the usual number of miles from windows to boxes to sorting tables and back again.

Carrier service which had been inaugurated in June, 1909 with two carriers, Charles C. Hammond and Joseph M. Swain, remains handled by only two carriers during normal times—John P. Conway and Anthony R. Sylvia—but in rush times they are augmented by two substitutes, John Keating and John S. Conway. Byron Dunham, busy as a beaver in his small brown mail truck, is the permanent parcel post carrier and twice-daily collector of mail from the street boxes.

Three other postal employees serve regularly as substitutes. They are Miss Alice Roberts and David Roberts, niece and nephew respectively of the Postmaster, and Byron Coggins. Freeman Lawrence, fireman and Mr. Wilson of the custodian force complete the efficient, hardworking post office staff.

The corner stone for the present post office building was laid July 31, 1935 when the late Alfred E. Smith was postmaster. Impressive ceremonies were held with an attendance which included representatives of the Nantucket Civic League, the Historical Society, the Byron L. Sylvano Post, No. 82, of the American Legion, the Board of Selectmen and Edward Holahan, federal representative and construction supervisor. Colonel Louis J. Praeger, then president of the Civic League, was in charge of the ceremony and program which included invocation and prayer and remarks by Mr. Holahan, chairman Orison V. Hull of the Board of Selectmen and President William F. Macy of the Historical Association.

#### Cornerstone Holds Records

Postmaster Smith placed within the cornerstone a hermetically sealed copper box, made by him, which contained a sketch of the proposed building, a photograph of the late President Roosevelt, a list of the county and town officials and postmasters and newspapers. Then Mr. Smith, a skilled workman, personally cemented the box and the stone.

During the next six months, Nantucketers watched the steady construction of the new building with lively interest. Meanwhile, the newly appointed postmaster, Miss Roberts took office in August, 1935 and it was into her hands that Mr. Holahan presented the keys on the afternoon of January 7, 1936.

The dedication of the new building was simple and informal. After accepting the keys, Miss Roberts asked the late John M. Winslow, then 92 and a former postmaster, to raise the flag over the new building while Casimira Caton sounded the bugle. Mr. Winslow was the first to enter the modern, fire-proof, burglar proof, red-brick and white trimmed postoffice, built with WPA funds.

Meanwhile, business continued for another few hours in the old office in the Masonic block on the corner of Main and Union streets. There was a last minute rush to have letters cancelled for the last time as they had been for the previous 36 years. One young lad, Bill Swift, spent his entire weekly allowance on the last stamps issued from the Main Street office and the first stamps the next morning, from the new one. At exactly 6:05 S. Lec Thurston slammed the stamp window shut.

#### Move During Night

During the night, the mailbags, stamps, equipment and other "lares and penates" moved from the old office to the new. By 5:30 in the morning Mr. Mack and Mr. Sylvia were ready to dispatch the morning mail—although Mr. Sylvia was fifteen minutes late. He had mistakenly bicycled to the Main Street office, even then wearing a forlorn look.

A certain confusion existed that first day. The numerical location of mail boxes, arranged with the 1's on top and the 9's in the bottom row, had to be memorized. Old keys were exchanged for new ones. And James Joseph Lewis, one of the mail carriers, was particularly "at sea." He had lost his "padded" seat on the radiator in the front window of the old postoffice where, when not sorting or delivering mail, he used to sit to watch the pass. By the end of the day the lightship waste basket presented to the new building by Mitchell Ray, Nantucket master basket craftsman, had been filled and emptied several times. Routines were slowly drifting back to normal.

A post office was first established in Nantucket March 20, 1793 either in the home of William Coffin, the first postmaster

or in one of the town's "Reading Rooms." Previous to that letters were given into the keeping of the sailors aboard the whalers and packets with a prayer for their safe delivery. Whalers down under not only exchanged "gams" but letters to families back home and in the same way received mail from the Island.

Social letter writing was, however, at a minimum for most mail concerned business matters connected with the whaling industry.

The date on which the "post office" transferred from Mr. Coffin's home or the local reading room to a building on the south side of Main Street about where the stairway now runs to the Upper Deck is either lost or unrecorded. But one observer remembers that it resembled a back country office. Small, dark and often dirty, the pigeonhole mail boxes were rarely locked, doors swinging back and forth with each passing puff of air. If the old-fashioned dial device formerly used on post boxes jammed or broke, it went unrepaired. The money order department functioned across a sturdy, empty dry goods box.

#### Hammond Pioneered Improvements

Charles F. Hammond, appointed postmaster January 17, 1900 by President William McKinley, realized Nantucket needed a better and a larger office. It was under his direction that quarters were established in the Masonic Block within five months after he took office.

His next innovation was the 13 letter boxes standing upright on convenient street corners. At that time the postmaster paid for erecting and maintaining the boxes which were loaned by the federal government. Today's 19 straight, neat outside letter boxes are government-owned and maintained.

Then, once more Postmaster Hammond pioneered. On June 15, 1909, he started the carrier system which took mail straight into Nantucket homes. This step created considerable discussion concerning the effect carrier service might have on rented mail boxes. A six months trial of the new service quickly proved that Nantucket had room for both carriers and mail boxes.

Except for the move to the present building on Federal Street, Nantucket's post office continued along on an even keel. The year 1946 was marked, however, by the advent of the first airmail to and from the Island. Kenneth Pease became the messenger to carry airmail from the post office to Northeast Airlines, to whom the mail contract was given.

According to assistant postmaster Deacon, only a small percentage of first class mail goes by air. With the recent lowering of rates, there has been, however, a slight increase. "There is very little air parcel post," Mr. Deacon said, "for not many will pay the relatively high fee. Air parcel post costs the same as air mail, five cents an ounce."

#### Postmasters Listed

A roll call of Nantucket's postmasters reads like a page of history. Between Mr. Coffin and Miss Roberts, there have been 18 postmasters, with Andrew Whitney serving for 17 consecutive years, thus holding a postmaster's record for length of service. The list follows: Mr. Coffin, Silas

over



Jones, James Barker, Thomas Macy, George W. Ewer, James Mitchell, Samuel Jenkins, George F. Worth, James H. Briggs, Joseph Mitchell, Charles P. Swain, Mr. Whitney, Josiah F. Murphy, John M. Winslow, Charles F. Hammond, James Y. Deacon, Addison T. Whitney, Walton H. Adams, Alfred E. Smith and Miss Roberts.

John Conway, carrier, is the employee with the longest service, for he joined in 1912 and 36 years later is still amiably trudging the Cliff route. Mr. Adams, retired former assistant postmaster, holds the record of service among ex-postal officials. He joined the staff in 1905 upon his retirement 43 years later had missed only seven days at his desk.

Today the post office, fresh and inviting, accepts its patrons with practiced patience. In handling mail of all types it enters every Nantucket home. It maintains a steady integrity toward all. And if from behind the windows and boxes and glass partitions a rustle of amusement stirs at the public's idiosyncracies who can blame the busy clerks? They are also human.

May 7, 1948

#### Robert Mack Honored By Post Office.

A framed certificate honoring his years of faithful service to the Post Office Department was presented to Robert Mack last Saturday night during the course of the annual scallop stew supper and get together of postal employees.

The presentation speech was made by Postmaster John Sydney Conway who had been a co-worker with Mr. Mack for many years.

The citation stated: "Honoring recognition is accorded Robert Mack, Jr., for devotion to duty in the course of an honorable career in the U. S. Postal Service." It was signed by Arthur E. Summerfield, Postmaster General, and C. O. Tedrow, Regional Operations Manager.

Mr. Mack retired on June 30 of this year after completing 32 years and nine months at the local post office.

The affair was held at Mr. Mack's home on Lowell Place and the scallop stew was prepared by Mr. and Mrs. Mack.

A feature of the evening was the showing of colored slides by Mr. and Mrs. Mack's son, Richard, who returned a short time ago after spending some time in Alaska working as an electronics expert with the Federal Electric Company. Richard is also a former employee of the local post office.

Other past and present postal employees who attended were: Peter I. Sylvia, David Austin, Manuel Sylvia, Donald Terry, Kenneth Wilson, Ronald DaSilva, Francis Sylvia, Byron Coggins, Patrick Newport, Anthony R. Sylvia, Byron Dunham, John Keating, Maxwell Deacon, Lincoln Porte, Freeman Lawrence, Maxwell Ryder, and Alfred Souza.

## History Of Island Post Office From 4th Class In 1793 To 1st Class Today Related

The Post Office—its service and problems—was discussed on a local, state and national level by Postmaster Frank L. Hardy and by James Grant, district superintendent of Postal Transportation, formerly the Railway Mail Service before members of the Rotary Club at the weekly luncheon Wednesday.

Mr. Hardy gave some interesting facts about the history of the Nantucket Post Office at the beginning of his talk. The Island Post Office opened for business as a fourth-class post office March 20, 1793 and its first postmaster was William Coffin. At that time Timothy Pickering was Postmaster-General under President Washington.

The Nantucket Post Office was advanced to a third-class one July 1, 1843 with George F. Worth as its postmaster. At this point, the speaker commented that he recently had learned that Wilson Bistle, father of Mrs. Burnham Dell of Nantucket, was the assistant, postmaster-general at one time. On July 1, 1902, the Nantucket office was made a second-class one and seven years later inaugurated carrier service with two carriers, Charles Hammond and Joseph M. Swain, and Herbert P. Smith as an auxiliary carrier.

Declaring that the Island has had 22 Postmasters, Mr. Hardy related that Mr. Hammond served the longest time—16 years—and Silas Jones only one month—in 1805. Of the 22, only one has been a woman, Miss Alice Roberts, who served from August 27, 1953 until her retirement two years ago.

The Post Office advanced to a first-class one July 1, 1946 and air mail service here was set up the month before. Some idea of the air mail business increase is apparent from the 6759 pounds of air mail, mostly letters, which was dispatched from the Island office last year.

The Post Office's biggest day handled a volume of 18,000 letters in one day. During the Christmas rush season last year, the force was faced with the problem of handling a double day's volume of mail when the steamer trip was cancelled one day. On the next day the Post Office disposed of 22,000 pounds and 239 sacks of parcel post from about 5:30 p. m. to shortly before 10 p. m.

The steady rise in gross postal receipts is indicated in the following statistics furnished by Postmaster Hardy. For the fiscal year from 1939 to 1940, they amounted to \$33,246.17; 1944 to 1945, \$41,925.68; 1949 to 1950, \$60,329.61; and 1951 to 1952, \$61,710.46. Mr. Hardy said receipts are expected to reach \$65,000 this year.

Jan. 30, 1953

A total of 24,089 money orders was issued by the Post Office for the last fiscal year which the Postmaster said was a substantial amount since the Island has no large business firms that use the Post Office for money order business or package mailing. The Island office has about 65 postal saving accounts which total \$21,874.

The Postmaster said the Nantucket post office has passed annual inspections with flying colors, attesting to its efficiency. None of the personnel has ever received a grade below 90 percent. And the building inspection for the past eight years has brought a 100 percent grade each time.

Postal clerks who have not had 25 years of experience are required to take yearly tests sorting mail and the Nantucket clerks have obtained above average grades, the Postmaster declared. One clerk sorted 749 cards into 60 separations in 23 minutes, making only four errors and setting aside four whose destination he did not know, for a mark of 98.93. During regular work, he would have ascertained the proper distribution points for the four he did not know and the four errors would have been noted and corrected at the Boston terminal.

Some of the problems which impede the efficiency of the Nantucket Post Office, Mr. Hardy said, include improper numbering of houses on the Island, lack of mail slots in some homes, improper addressing and not labeling fragile or perishable contents of a package.

He also said that the steamer arrives here in the Winter about 4:20 p. m., giving the Post Office crew little time to sort mail and parcel post by the closing time of 6 p. m.

In his talk, Mr. Grant, the district superintendent of postal transportation, said that the Post Office Department is a two billion dollar business with an annual deficit of half a billion. He added, however, that no one should expect the department to operate as a profitable business, contending it is a service to the people.

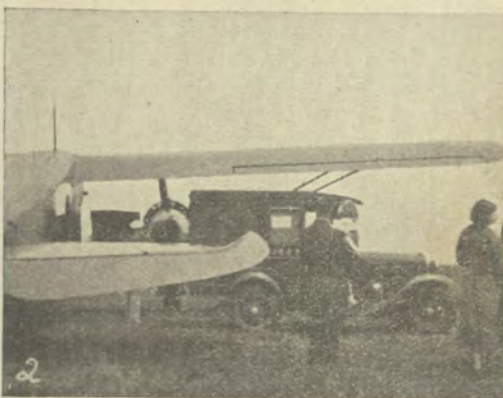
Mr. Grant said that the department has undergone radical changes of transporting mail in recent years. Railroads found its railway mail cars, aboard which clerks sorted mail enroute to expedite delivery, unprofitable and the Post Office has had to turn to a truck transportation system to replace them. The Department has also experimented with helicopters to expedite mail from large city centers to outlying points of distribution from where it is forwarded to its destination. He predicted the helicopter will relieve Nantucket's need for quicker mail service.

In conclusion, the district superintendent lauded the Post Office Department as the outstanding medium to promote goodwill and peace among nations.

Oct. 30, 1957



## NANTUCKET'S "FIRST FLIGHT AIR MAIL"



- 1.—Boyer took this picture of Postmaster Roberts administering the oath to Pilot Gray and commissioning him to transport the "first flight air mail" from Nantucket to Boston. In the group from left to right are: Co-pilot Leckschide, Pilot Gray, Postmaster Roberts, W. V. Brown (from the Boston Postal District), Maxwell Deacon, Leo Thurston and Assistant Postmaster Adams. [Note the quartet of soft hats in a row.]
- 2.—The mail truck reconnoitered among the planes and did not get a single bump.
- 3.—The Nantucket postmaster sensed her responsibility and made sure everything was transacted according to Uncle Sam's instructions. Robert Mack, driver of the mail truck, was also interested.
- 4.—Pilot Gray signs for the mail and Postmaster Roberts takes the receipt. Two pouches, containing part of the forty pounds of air mail which went from Nantucket, are in the foreground.

### Island's First Flight Air Mail Took Place on Wednesday.

Nantucket's part in the celebration of National Air Mail Week took place as scheduled on Thursday, with two parcels of mail leaving the island at two different places. Pilots Gray and Leckschide, of the Mayflower Air Lines, and Pilot Raub of the Nantucket Airport, were the private pilots who volunteered and were selected to take the first batches of air mail from the island actually by plane.

The interest displayed by islanders in the flights was most pleasing to the local Postmaster, Miss Alice Roberts, and her office force who sponsored the Nantucket portion of the celebration.

Throughout the nation, similar observances were being held as the local post office clerks sorted and stamped the mail posted for the flight. The zero hour for the mailing was at 12:00 o'clock noon, Thursday, affording all those who desired plenty of time to get their letters in, so that they might receive the "first air mail flight" cachet which is so valuable to all stamp collectors.

When the parcels post truck left the post office at about twenty minutes to one, arriving at the Mayflower Air Lines field close by the 4th milestone a few minutes later, it had 1,580 pieces of air mail. Postmaster Philip Morris of 'Sconset had 200 pieces from the village—an indication of the interest displayed by the 'Sconseters.

About twenty cars were drawn up at the edge of the flying field, waiting for the ceremony of putting the mail aboard the plane. Just at that moment an unscheduled part of the program took place. A red, cabin-style, monoplane zoomed into sight, dipped and then suddenly roared down to swoop dangerously low over the cars. Everyone instinctively ducked, then looked around and grinned. The strange plane, its pilot waving, banked and came back to repeat the maneuver, finally landing and taxiing up alongside the large Mayflower ship. Its pilot got out to grin widely, as if he had accomplished something extraordinarily brilliant.

At that time, the mail truck pulled into the field and drove up to the plane. Pilot Parker Gray, who wanted to get started on schedule, had difficulty in letting his passengers know it was time to get in, but finally corralled them. Meanwhile, one young lady, who had first intended embarking in the Mayflower ship, decided to get into the newly arrived monoplane.

The minutes were flying, however, when the mail should have been. The two pilots stirred about uneasily while the mail truck backed and twisted so that a photographer could get a good picture of the scene.

But time was fleeting. The ceremony of delivering the mail pouch to Pilot Gray by Postmaster Roberts was completed (this being also snapped by a corps of photographers)—and consuming another few minutes.

The mail was going to be late in getting out, and so Pilot Gray stuck the nose of the pouch between his knees while he fixed up a wing compartment. It was a natural pose—but the cameras were not present.

In another moment the doors were shut, the motors started, and the big tri-motored plane started down the field. At a good distance it turned, roared up the run-way and shot into the air—and Nantucket's first air-mail was on its way.

A number of the townspeople who went out into their yards or into the street to watch the plane go over, were keeping tabs on the time and noticed the flight was a few minutes behind schedule. It was quite a contrast to the days when the sailing packets carried the mail, and the islanders went out into their yards to get a good look at the weather vane to see which way the wind was blowing!

The party at the Mayflower airfield then drove over to join the cars gathered at Nobadeer, where Pilot David Raub was waiting to partake in the ceremony of receiving the mail-pouch.

Following the procedure Postmaster Roberts climbed into the plane to make the flight across the sound with Pilot Raub, which added considerably more interest to the Nantucket observance of the national event.

Pilot Gray took his plane to Hyanis and Provincetown and then to Boston, while Pilot Raub went to the Vineyard before crossing the sound to Falmouth.

May 21, 1935



## Mail Sacks Went Overboard In an Unusual Accident.

When the steamer Martha's Vineyard docked Monday afternoon all seemed peaceful and quite serene, the passengers coming off and the trailer-loads of freight being unloaded as usual. However, soon a story was being told and re-told all over town, creating a buzz of excitement, and causing a great many telephone calls to be made both to the freight office and to the Post Office.

It seems that as the steamer was approaching the bell buoy outside the jetties, the freight was being shifted around on the freight deck, as is the custom, so as to separate the Nantucket freight from that going to Vineyard Haven.

According to Captain Sandsbury, the steamer had a slight list, which always makes the operation more difficult, and a full trailer-load of the U. S. Mail went hurtling through the wooden barricade covering the gangway and plunged into the water. It was impossible for the steamer to turn so that her crew could attempt to save the trailer, for the trailer weighed 600 pounds, not counting the heavy load of mail it carried. Only quick thinking on the part of the crew stopped the tow-motor pulling the trailer from going over, also.

As soon as the Martha's Vineyard came up to the wharf, the Coast Guard station at Brant Point was notified, and the small "picket boat" which was moored at Island Service wharf was sent to the scene to pick up what mailbags and pouches could be found.

The Coast Guard certainly did a remarkable job in locating the mailbags, for out of 17 sacks, 2 pouches of first-class mail and many parcel post packages, they were able to bring 15 sacks and several packages back. It was after five o'clock when the small craft pulled alongside Island Service wharf, the men having spent over two hours searching the waters in the vicinity of the accident.

The "special delivery" truck of the Post Office was down to meet the Coast Guard boat when it arrived, and the dripping wet bags were loaded in. A perfect Niagara Falls of water poured out of the back of the truck when it drove off, proving conclusively to the few onlookers that the mail was soaked through and that the bags evidently were not waterproof, as everyone had hoped.

The lights were burning later than usual Monday night, as the force began the difficult task of spreading the mail out so it would dry and could be handled. On Tuesday most of the soaked letters were delivered, but more pouches kept coming in all day.

On Smiths Point a pouch of first class mail and 3 sacks were found by alert Coastguardsmen, and Chester "Dud" Williams located the 'Sconset pouch on the shore at Madaket. The last sack was found by Robert Garnett and John Burton, and had washed through the jetties and gone ashore at Monomoy.

It is certainly remarkable that it was possible to find all of the mail sacks, considering the swift tide which runs through the waters where they were dropped. The main loss was in parcels post, approximately 10 packages being lost. However, many of these were sighted by the Coastguardsmen in the picket boat, but could not be pulled out with the boat hook, as the boxes came apart when touched.

Miss Alice Roberts, the local Postmaster, wishes to express her sincere thanks for the excellent job done by the Coast Guard and those mentioned above for their diligent, successful efforts in rescuing the United States Mail.

March 27, 1948

## Frank Hardy Named Acting Postmaster

### Miss Alice Roberts To Retire Oct. 31

Frank L. Hardy, 37-year-old Democrat and World War II veteran, has been named Acting Postmaster of the Nantucket Post Office by Postmaster General Jesse Donaldson pending a Civil Service qualifying examination for applicants seeking the position.

He succeeds Miss Alice M. Roberts who has reached the age limit for retirement and terminates her duties officially October 31.

Mr. Hardy who received notice of his appointment last week on what he described as a lucky Friday the 13th said he had not received word as to when he would assume his duties of Acting Postmaster but presumed it would be November 1.

While Mr. Hardy's appointment is temporary, it is considered tantamount to a permanent one since the Civil Service examination to be held for all applicants is non-competitive. Although the appointment theoretically is non-political, it is political in fact.

#### Donaldson Appointment

Appointment of Mr. Hardy as Acting Postmaster was made by Postmaster General Donaldson himself but that of Postmaster is a Presidential appointment.

The position pays approximately \$4500 annually to start and is a life job.

Oct. 20, 1950

## Nantucket Post Office Became A First Class One During Tenure Of Miss Roberts

During her 15 years as postmaster, Miss Alice Roberts who will retire October 31, the Nantucket Post Office changed from a second class to a first class post office.

A first class post office grosses at least \$40,000 a year in receipts and the Nantucket Post Office has surpassed that figure by \$20,000.

Appointed as postmaster in 1935 by President Roosevelt, Miss Roberts became the first woman to hold the Island post. She succeeded the late Alfred E. Smith, a Republican appointee, whose four year term of office expired during the tenure of a Democratic administration. Since then, Congress has passed a law making the position a permanent one lasting until the appointee has reached the age of 65. However, an appointee may remain in office after reaching the retirement age to complete 15 years of

service which entitles him to a larger retirement pay.

Miss Roberts became the first appointee affected by the new law. During her term of office, the new post office building was completed at the intersection of Federal and Lower Pearl Streets. It had previously been situated at Union and Main Streets where Buttner's is now.

Miss Roberts may be retiring as postmaster but she's going to be as busy as ever, rejoining her sisters in conducting the Roberts House, an Island hostelry for more than a half century and well known to thousands of Island visitors who have stayed and dined there.

In sound health, she has enjoyed her duties as Island postmaster. During her 15 years service at the Post Office, she was ill only ten days in the entire period.

### Entertained Miss Roberts.

On Saturday evening, October 28, the personnel at the local post office gave a surprise party in the "swing room" for their postmistress, Miss Alice E. Roberts, who retired from her position on Wednesday of this week, after fifteen years of service.

Lincoln Porte read a testimonial to Miss Roberts and presented her a radio from the personnel, making a few fitting remarks to express the appreciation of the group for Miss Roberts' loyal service to the community.

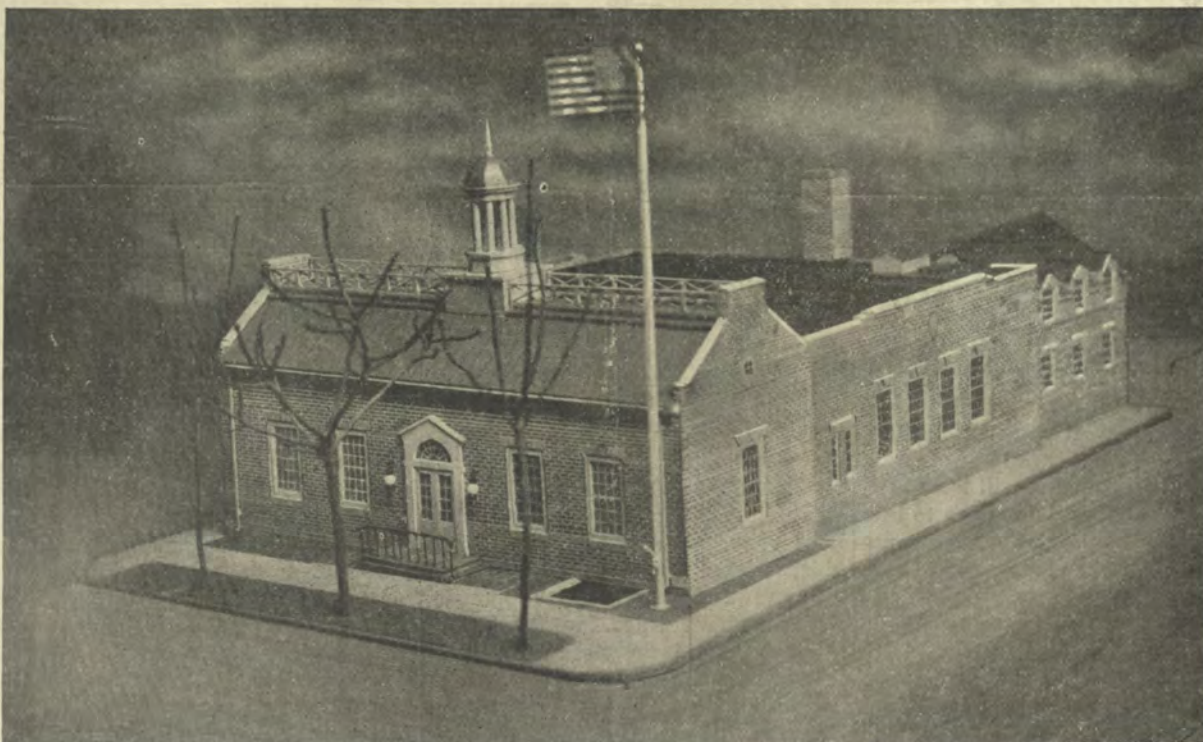
Refreshments were served and a social hour was enjoyed by everyone.

Those present at the party included Miss Alice E. Roberts, retiring Postmistress, Miss Alice Roberts, Messrs. Maxwell Deacon, Irving Sylvia, David Austin, Lincoln Porte, Anthony Sylvia, Manuel Sylvia, Byron Coggins, Walter Swain, Robert Mack, Joseph P. Dooley, Sidney Conway, Byron Dunham, John Keating, David Roberts, Freeman Lawrence and Kenneth Wilson.

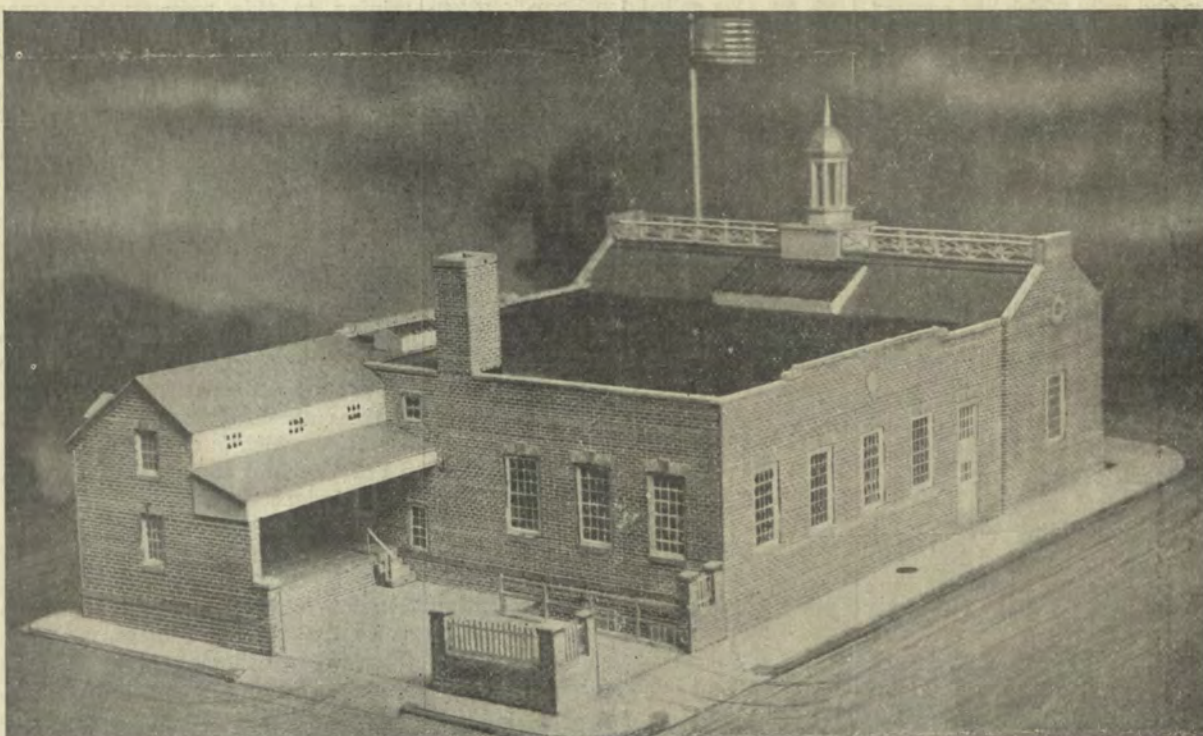
Nov. 4, 1950



## NANTUCKET'S NEW POSTOFFICE BUILDING



Photographed by Boyer from the model made to scale by Postmaster Smith, now on exhibition in the window at Wing's Store.



#### Model of New Post Office Building on Display.

The attractive little model of the new postoffice building, pictured herewith from two angles—one as the building will look facing Federal st. and the other as it will look from Lower Pearl st.—is the work of Postmaster Smith and represents many hours of painstaking work. Everybody who has inspected the model appreciates the minute details which appear therein and thereon. It has been made to scale and with close adherence to the original drawing.

The model is made of 3-ply wood, with all joints either glued or nailed. It is covered with brick-colored paper, the bricks being blocked off with white ink, giving the effect of actual brick

construction. The window frames and doors are cut from cardboard, with the panes made from transparent paper taken from "window envelopes" and then striped with white ink—a rather clever idea.

The front steps of the little model are made of sandpaper, painted slate color, with gray irregular stripes to imitate flagstone. The railing along the steps was made of common pins, with two heads left on each end exposed as brass knobs. The lanterns which hang on each side of the main entrance were made of beads fastened together with fine copper wire.

The cement walks and curbing which look so realistic in the model, were made of fine sand-paper blocked off with black ink.

The picket fence at the rear was made of common pins with the heads removed and the pins fastened together with fine copper wire interwoven to hold them in position. The grass was made from coarse sand-paper stained green.

The walk on the roof, edged with an attractive balustrade, was made of small strips of pine wood and toothpicks. The "iron" grill at the basement window was made with ordinary needles.

Fine sandpaper was used by Mr. Smith in making the coping, window sills, and wherever "cast stone" is called for on the specifications.

No plaster or putty is used anywhere in the construction of the model.

#### Nantucket's New Post Office Building Opened Wednesday.

The Nantucket Postoffice moved into its new home on Federal street, Tuesday night, and Wednesday morning the first mail was dispatched from the new building. For the first time since a postoffice was first established on Nantucket, 143 years ago, the islanders now go to other than Main street to get their mail.

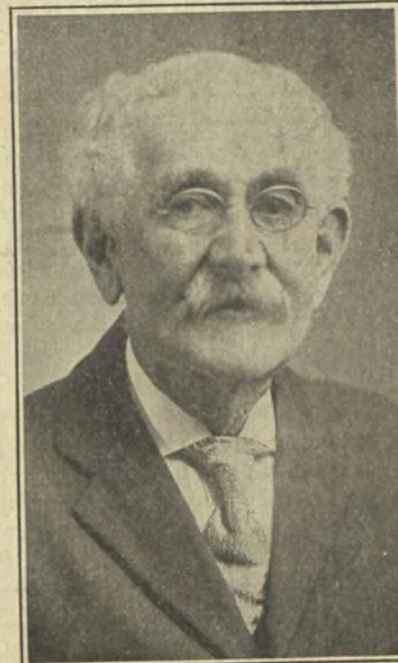
There was no elaborate ceremony attendant on the occupancy of the new building, such as marked the laying of the corner-stone last July. It was simply the formal placing of the keys in the hands of Postmaster Roberts by the representative of the government, an afternoon of "open" house" when the townspeople had the opportunity of inspecting the new postoffice, moving the "stock" over from the old building to the new during the evening hours, and opening at 5.30 the next morning for the transaction of business.

The dedication of the new building—if it should be called a dedication—occurred a few minutes after 2.00 o'clock Tuesday afternoon. Quite a large crowd assembled outside the building, realizing that it was to be open for inspection.

Superintendent Holahan, Postmaster Roberts and Assistant Postmaster Adams arrived a few minutes after the hour and a group of postal employees stood at respectful distance keenly interested in the proceedings.

To John M. Winslow, who held the position of Postmaster at Nantucket

Photo by Boyer.



JOHN M. WINSLOW

Who served as Postmaster at Nantucket from 1887 to 1892, raised the flag in front of Nantucket's new Post Office building last Tuesday. Mr. Winslow is now in his 92nd year and is still a Democrat, although not endorsing the present "spending spree" at Washington. He believes in "pay-as-you-go."

from 1887 to 1892, was accorded the honor of raising the flag in front of the building for the first time. Although now in his 92nd year, Mr. Winslow showed plenty of vigor in hoisting "Old Glory", while Casimira Caton sounded the bugle as the colors were raised.

March 16, 1935

over



There was no speech making of any kind. As soon as the flag reached the top of the staff, Mr. Holahan presented the keys of the building to Postmaster Roberts, who unlocked the front door and invited Mr. Winslow to be the first to enter after the building was officially opened—a courtesy which everybody appreciated.

From that time until long after 5.00 o'clock the public took advantage of the opportunity to inspect the building and were permitted to roam about freely. There was hearty approval on every hand—and a feeling of pride in the new structure and its appointments.



Stowing the mail bags into the post office truck at Nobadeer field Wednesday, while Selectman Hull and Postmaster Roberts passed approval.



### POSTMASTER ROBERTS

Standing at attention in front of the new postoffice building as the flag was being raised for the first time by Former Postmaster John M. Winslow.

### Faithful Service.

The editors of the Student Issue of The Inquirer and Mirror salute Mr. Walton Adams and congratulate him on the fact that he completed, this week, thirty-five years of service at the postoffice. During this time, we are told, Mr. Adams has lost less than a week's time.

Few can boast of as many years of faithful service, and during all of this period "Tad" has been one of the most popular of the postoffice employees.

March 2, 1936



Postmaster Roberts and Pilot Chandler signed the official documents, with Sergeant LaPrade of the State Police standing near-by and Assistant Postmaster Adams reaching in his pocket for another pencil. In the background watching proceedings stand Allan Holdgate and Miss Cora Stevens.

### Plane Transferred Mail Wednesday.

Wednesday morning Uncle Sam sent a plane down with mail for Nantucket and took away the first shipment since Saturday. The plane landed on Nobadeer field at 10.15 o'clock and it took about fifteen minutes to unload the incoming sacks and pouches and pack the out-going shipment into the cabin. Postmaster Roberts and Assistant Postmaster Adams were on hand and the transfer of mail matter was properly checked and signed for, which was impossible when the bags were dropped from the plane Monday night.

Only a comparatively small crowd was on the field when the plane made its landing Wednesday morning, but those on hand were interested in the official transfer, the pilot having his gun strapped on his side and looking quite formidable for an aviator.

The plane belonged to the Boston-Maine lines and was flown by Pilot Samuel Chandler. It brought 301 pounds of mail and took away 403 pounds. There were other sacks ready for shipment, but the plane could not hold them all. In fact, so completely was its passenger compartment laden that Pilot Chandler had difficulty in getting into his plane for the take-off. The last seen of him by the crowd gathered around was when the soles of his shoes disappeared as the door shut after his body had wormed its way over the mail-bags and landed head down in the pilot's seat. But he speedily squirmed around in the narrow space left in the cabin and took the controls for the trip back to Boston.

Jan. 18, 1936



## LAYING THE CORNER STONE OF THE NEW POSTOFFICE



Upper picture.—As Boyer's camera snapped the scene just as Postmaster Smith was spreading the cement. Contractor Long stands in back of the flag. This is the last picture taken from this point before the structure began to grow.

Lower left.—The group assembled on the improvised platform, with straw hats and bald heads quite prominent. Boyer, the photographer, may be seen perched on roof in the distance.

Lower right.—An unconventional pose of Postmaster Smith as he was levelling the corner-stone. A sudden call "Alfred" caused him to look up quickly and the camera caught him while he was raising his head to inquire what was the matter.

AUGUST 3, 1935



## Corner-stone of New Post Office Laid Wednesday.

The corner-stone of Nantucket's new postoffice was laid Wednesday morning with ceremonies appropriate to such an event. The time set was 11 o'clock and before that hour a large crowd of people had gathered on Federal street and the police were doing their best to regulate traffic.

A temporary platform was laid on the cement which had been poured over the floor of the new building and the construction work was suspended for the time being. A group of invited guests were seated on the platform; an American flag waved from a standard near the southwest corner and another was hung on the railing which lined the sidewalk.

The program as arranged was under the supervision of the Nantucket Civic League, one of the two civic organizations which asked to be permitted to take part in the ceremony. The government selected the Civic League as the proper body to take charge of the laying of the corner-stone.

A representative of the Postoffice Department was detailed to come to Nantucket and take part in the ceremony. This was Hon. William Slatery, Comptroller of the Department at Washington, who happened to be in Massachusetts on his vacation.

Col. Louis J. Praeger, president of the Civic League, presided, and just after the stroke of the hour he asked the Rev. Samuel Snelling to invoke Divine blessing. Colonel Praeger then spoke as follows:

"The Treasury Dept. of the United States builds the postoffices and when completed turns them over to the Postoffice Department at a ceremony called its 'Dedication', which is a more elaborate ceremony than this."

At a certain stage in the building, when the corner stone is to be laid, the Treasury regulations call for an invitation to be made to all local organizations, who desire to take part in the ceremony, to write to the Department, stating their willingness. This was done in the present case and only two organizations so responded—the Nantucket Historical Association and the Nantucket Civic League.

The Treasury representative selected the Civic League as a purely civic organization, non-partisan and non-sectarian, and representing both Nantucketers and off-island tax-payers, to conduct the exercises.

This occasion represents a dream of many years realized. Since 1793—142 years—the government has rented offices, gradually increasing in size and rental costs.

At last Nantucket has come into its own and on these foundations will arise one of the most beautiful and fitting buildings in this broad land.

We are grateful to the Government in Washington for this structure and for the fact that its architecture harmonizes with the traditions of the town. As its bricks slowly receive the patina of age, residents and visitors will feel that it really belongs among us.

The Treasury Supervising Architect, Louis Serrion, in Washington, took a personal interest, and was helped by a number of interested residents in supplying him with historical data and pictures of many of our beautiful public and private buildings, thus giving him a helpful atmosphere.

The result you have seen in pictures and in the exquisite model made by our own Postmaster.

A happy group will work in this new building, free from jealousy and working harmoniously in service for the public good, from the newest summer temporary appointee to the Assistant Postmaster, Walton H. Adams, with 34 years of service.

They deserve the new comforts they will have in their work. Heading this force is the Postmaster, Alfred E. Smith who, from what I can learn, has the affection and respect of all. He has labored early and late for this dream which has now come true.

## Carrier Service Next Tuesday?

If the selectmen manage to get the houses numbered and street signs placed in time, (which at present seems doubtful), the free carrier delivery for Nantucket will start on Tuesday morning next, that being the date to which the postoffice department postponed the installation of the new service. Preparations for the change in the local postal service have been going on ever since the official announcement of the proposed change was made in February, and the interior equipment of the postoffice was all ready for the introduction of the new methods of serving the public before the fifteenth of May arrived.

However, the two weeks' delay has given the office force opportunity to tone up the place a bit and make sure that everything would run smoothly, once the free delivery was placed in operation. Racks and desks for the carriers are in position, the pouches and uniforms are ready to be worn, and every detail has been carefully arranged, so that nothing there will interfere with the inauguration of the service on June 1st.

The new letter boxes are ready, resplendent in coats of green paint, with iron posts to support them in places where telephone or electric poles are not available. These boxes will probably not be located about town until after the carrier service commences. The locations of the boxes will be as follows:

Orange street, corner Warren.  
Orange street, corner Lyons.  
Pine street, corner High.  
Main street, corner Gardner.  
Pearl street, corner Gardner.  
Centre street, head of Chester.  
North Water street, corner Easton.  
Broad street, corner North Water.  
Near Ocean House.  
Pacific Bank.  
Near Sea Cliff Inn.  
Nantucket avenue, corner Grant avenue.

Easton street, corner Walsh street.

It will doubtless take some time for our people to accustom themselves to the new service, and many persons are already in a quandary as to whether it is best to give up their boxes in the postoffice or to retain them. Only a few people have up to the present time announced their intention of having their mail brought to their homes by carriers, but it is to be presumed that after the service is in smooth running order many others will decide to adopt the new method and avail themselves of the advantages of free delivery. A large amount of the congestion which has always occurred in the postoffice during the hours when the mails are being distributed will now be relieved, especially at the general delivery windows.

Under the ruling of the department the routes for the carriers will not extend beyond the railroad crossing at the foot of Orange street, and residents below that line will be obliged to come to the postoffice for their mail as before. The limit at the north of the town has been set at what is commonly known as "the gully road" at the cliff, which connects with North Beach street just south of the estate of Mrs. Brewster on the bluff. The limit on the west is the Russell homestead at the head of Main street, and on the east the water front. Carriers are not permitted to carry mail to persons living beyond these limits.

The two regular carriers will be Charles C. Hammond and Joseph M. Swain, who had been in the service some time previous to their appointment as carriers. They will be in service the year round, but during the summer months the service of two or three additional carriers will be necessary. The regular men will make two deliveries daily, taking out the letter mail immediately after arrival on the afternoon boat, and leaving the office the next morning with papers and all local mail. In summer this order of service may be changed somewhat to meet the necessities of the two-boats-a-day system, but as some days will intervene before the new schedule goes into effect, there is probably ample time for the people to accustom themselves to the carrier system before the additional summer service is made necessary—that is, if the new delivery starts next Tuesday.

One unpleasant feature which accompanies the new postal service for Nantucket is the fact that there will be no more one-cent postage on local or "drop" letters, and hereafter it will require a two-cent stamp to send a bill or letter to a person in this town, the same as it would were he residing in the Philippines or Porto Rico, or in any part of the United States.

May 29, 1909

## New Postmaster Takes Office.

Addison T. Winslow received his commission this week and on Thursday took charge of the Nantucket postoffice for a term of four years dating from August 5th, when he was appointed by President Harding.

Postmaster Winslow has been employed in the Nantucket postoffice for twenty-six years, twenty of which he has been assistant postmaster. His father, John M. Winslow, served as postmaster from 1887 to 1892.



played in the Nantucket postoffice for twenty-six years, twenty of which he has been assistant postmaster. His father, John M. Winslow, served as postmaster from 1887 to 1892.

## Carrier Delivery Inaugurated.

The people of Nantucket are now enjoying free carrier delivery, the system being inaugurated on Tuesday last, when Carriers Hammond and Swain made their first delivery of mail matter to those of our townspeople who had expressed their intention of taking advantage of the new service. The fact that the mail is brought direct to their doors and in a very short time after the arrival of the boats, is something which our people are bound to appreciate. The evening before the city delivery went into effect eighty-five box renters called at the postoffice and passed over their keys, and since that time many others have done the same, having their names enrolled as desiring the free delivery.

The conditions about the postoffice lobby have already been greatly improved, for the congestion about the general delivery windows and boxes has ceased, and what for some years has been nothing short of a nuisance, not only to the postoffice officials, but to the public itself, has at last been abolished.

At present there are two deliveries of first-class matter daily as soon as possible after the arrival of the steamers, and already the carriers are taking out big batches of letters on each trip. They make collection from the street boxes at 11 a. m. and 9 p. m. daily.

Yesterday morning Postmaster Hammond superintended the location of the street boxes, which are as follows:

Warren and Orange streets.  
Lyon and Orange streets.  
Pine and High streets.  
Main and Gardner streets.  
Pearl and North Liberty streets.  
Centre and Chester streets.  
Cliff Road, near Sea Cliff Inn.  
Cliff Road and Nantucket avenues.  
Easton and Walsh streets.  
Easton and North Water streets.  
North Water and Broad streets.  
Centre and Gay streets.  
Pacific National Bank.

JUNE 19 1909



## \$2000 Shortage Causes Postmaster To Resign; Full Restitution Made

J. Sydney Conway  
Acting Postmaster

Requested resignation of Frank L. Hardy as postmaster of the Nantucket Post Office following discovery of a \$2000 shortage in postal receipts for which he made full restitution before his service was terminated at the close of business last Saturday night was announced by Clarence Wiebel, chief inspector of the Boston Division of the Post Office Department, who said John Sydney Conway had been named Acting Postmaster at the same time.

Mr. Wiebel said that the \$2,000 shortage was detected during a routine audit of the Nantucket Post Office by two inspectors from his department. He said full restitution was made by Mr. Hardy.

"The case is now out of my hands and has been submitted to the U. S. District Attorney's office for study," he said.

Mr. Hardy declined comment on the case except to say that he had made good on missing funds and had submitted his resignation to take effect within 30 days or at the convenience of the Post Office Department.

The shortage was discovered by Inspectors A. R. Philips and W. J. Sygmunt when they walked in unannounced for the routine audit, as is customary. They made two trips and spent several days here each time during the two weeks preceding the termination of Mr. Hardy's postmastership last Saturday.

Mr. Hardy had been on a two-week vacation and in that period went to New Bedford to attend the funeral of his father. He was at the Post Office while the inspectors closed out his business administration. The inspectors left here Monday.

Mr. Wiebel said the shortage occurred during the past year. He said the Post Office books are audited yearly.

Mr. Hardy, a Democrat, was appointed postmaster of the Nantucket Post Office Oct. 30, 1950 and had been recommended for the Island Postmastership by the State Democratic Committee.

Chairman Roy E. Sanguinetti of the Town Republican Committee said Congressman Donald Nicholson had notified him Mr. Hardy was being removed and requested the name of a Republican candidate for Acting Postmaster. Mr. Sanguinetti said the Town Republican Committee recommended Mr. Conway, a clerk in the Post Office who had been affiliated with it since 1944. Mr. Conway, 29, is an overseas veteran of World War II, married and the father of a little girl.

Mr. Conway who has been studying law nights for several years in a correspondence course given by the Blackstone School of Law of Chicago is treasurer of the Nantucket Cottage Hospital and has served on its board of trustees for the past four years.

He takes over the postmastership when two veterans of postal service are about to retire. Maxwell Deacon, assistant postmaster, will retire Jan. 31, 1957 and Lincoln Porte, in charge of the finance division of the Post Office, will retire Dec. 31, 1956.

Postmasters are appointed by the President, subject to Senate confirmation, usually a routine matter. Although the appointments are Civil Service and are non-political, in the sense that postmasters no longer are changed with a change in the national administration, they are made on the basis of political affiliations when vacancies, depending on which party is in power, occur.

Mr. Hardy's current salary had been \$6020 yearly following a reclassification a year ago. Mr. Conway will receive \$5200 annually as Acting Postmaster and the same amount if he is appointed postmaster permanently with provisions for increased pay as term of postal service lengthens.

Civil Service law provisions call for examinations for Postmaster. Usually the candidate is chosen from among the three top qualified candidates. However, the likely choice is usually the candidate endorsed by the local party committee provided he is one of the qualified candidates. Mr. Conway is a Republican.

Mr. Conway started work in the Post Office here April 1, 1944 as a temporary substitute while still a Nantucket High School student, working mornings and afternoons, before and after school and during the Summer.

Mr. Conway graduated from High School in 1945 and entered World War II service. He served in France with a third Army artillery unit and later with an Army Postal Unit in Germany during the occupation. He re-entered the

Post Office service in March 1947 on his discharge from the Army and has been there since. In addition to his duties as postal clerk, he has served the department as secretary of the Civil Service Examiners.

Son of Mr. and Mrs. Frank Conway of 3 Milk Street, he married the former Patricia Ann Terrio of Waltham May 21, 1955. They have an eight month daughter, Mary Euleeta and make their home on Hummock Pond Road.

Mr. Conway, a native of Nantucket, has three brothers, Paul in the State Police at the Andover Barracks, Stanley, a pitcher, who is to be given a tryout on the Washington Senators' baseball farm and Donald, both of Nantucket; and two sisters, Mrs. Florence Ott of Bealeton, Va. and Miss Janet Conway, in nurse's training at the Massachusetts General Hospital.

## Nantucket Man Restores Funds

No Charges Brought Against Postmaster

Special to The Standard-Times

BOSTON, Dec. 11—No charges have been preferred against Frank L. Hardy, Nantucket postmaster removed after a \$2,500 shortage was discovered in his accounts, U. S. Attorney Anthony Julian said yesterday.

The government lawyer said he has turned the matter over to Assistant U. S. Attorney Arlyne F. Hassett for study.

"Restitution in the amount of the shortage was made immediately," said Clarence Wiebel, chief of the inspection division of the post office at Boston.

He said Hardy was removed as of the close of business Saturday after the shortage was discovered Nov. 28 in a routine audit of Hardy's accounts by postal inspectors. Hardy had been postmaster since Oct. 31, 1950.

Clerk Installed

John S. Conway, postal clerk, was installed as acting postmaster at Nantucket yesterday, Wiebel added.

Hardy became acting postmaster in 1950, succeeding Miss Alice E. Roberts. He was named permanent postmaster several months later.

Reported on a two-week vacation ending yesterday, Hardy attended his father's funeral in New Bedford last week. He was reported back on the island Friday. Maxwell Deacon, assistant postmaster, was in charge during Hardy's absence.

The Nantucket Republican Town Committee recommended Conway upon request by the U. S. Post Office Department that a candidate be named.

New Official Native

A native of Nantucket, Mr. Conway, son of Mr. and Mrs. Frank Conway of 3 Milk Street, Nantucket, was graduated from Nantucket High School in 1945. Starting his post office duties while still in high school, he worked part-time and Summers until he was appointed permanently in July 1947.

Mr. Conway saw service with the U. S. Army in Europe, returning to re-enter the post office. He is married to the former Miss Patricia Ann Terrio of Waltham.

Active in Boy Scout work, he has been a trustee of the Nantucket Cottage Hospital the last four years and presently is treasurer of the board. He is a member of the American Legion and several other Nantucket organizations.



FRANK L. HARDY

Dec. 15, 1956

## \$2,500 Shortage Found In Postmaster's Accounts.

Late last week the office of Chief Inspector Wiebel of the Boston postal district announced that a shortage of \$2,500 was found in the accounts of Postmaster Frank Hardy by inspectors from the Post Office Department. The report concluded with the statement that restitution of the money had been made, and the resignation of Mr. Hardy as Postmaster accepted.

Acting Postmaster J. Sydney Conway said this week that to his knowledge no employee of the local office realized that anything was wrong, even when the inspectors arrived and Mr. Hardy resigned. "We didn't know a thing about it until we read the city newspapers," he commented. "It was a great shock to everyone."

Dec. 15, 1956

## Pleaded Guilty in Federal Court.

Former Postmaster Frank L. Hardy on Monday pleaded guilty before Judge Bailey Aldrich in Federal Court in Boston, to a charge of embezzlement of \$2,762 in Post Office funds. It was stated at the trial that Mr. Hardy had made restitution of the funds at the time the shortage in his accounts was discovered during a routine audit by postal inspectors.

Mr. Hardy was removed as postmaster as soon as the discrepancy in his accounts was found, and J. Sydney Conway was appointed acting Postmaster in his place. Judge Aldrich continued the case for final disposition and bail was set at \$1,000.

Apr. 13, 1957

Dec. 14, 1956



### J. Sydney Conway Appointed New Acting Postmaster.

On January 1, 1957, John Sydney Conway will become Acting Postmaster for the Town of Nantucket. Following the resignation of Frank L. Hardy, who last month began his seventh year as Postmaster, the Republican Town Committee was asked by the U. S. Post Office Department to suggest a new Postmaster for Nantucket. The committee suggested Mr. Conway and has been notified that that he has been approved as temporary Postmaster.

Mr. Conway has had 13 years' experience in Post Office work, having started his duties there while still in High School, working after school part time and full time during the summer months. In July of 1947 he became a permanent member of the Post Office staff.

He was born in Nantucket on August 19, 1927, the son of Mr. and Mrs. Frank Conway of 3 Milk Street. He graduated from Nantucket High School in 1945 and entered the United States Army. Following his service with the Army, during which he was stationed in France and Germany, he re-entered the Nantucket Post Office.

On May 21, 1955, he married Miss Patricia Ann Terrio, of Waltham, Mass. They have a daughter, Mary E., who was born in Nantucket on March 22 of this year.

Mr. Conway has been very active in Boy Scout work on the Island and is a past District Chairman. He has been a Trustee of the Nantucket Cottage Hospital for the past four years and is presently Treasurer of the Board. He is a Past Grand Knight of the T. J. McGee Council, Knights of Columbus, a Past Sachem of Wauwinet Tribe, I.O.R.M., a Past President of the Nantucket Sportsmen's Club, and is also a member of Byron L. Sylvaro Post, No. 82, American Legion, the Pacific Club of Nantucket, and the Maddequet Admiralty Association. For the past eight years he has been Secretary of the Board of Civil Service Examiners for Nantucket County. He is, in addition, proprietor of the Whale Driving Range on Hummock Pond Road.

Dec. 1957

### Maxwell Deacon, Assistant Postmaster, Retires After 40 Years Postal Service

Four decades of service in the Nantucket Post Office, including the last 12 years as assistant postmaster, terminated yesterday for Maxwell Deacon of 114 Main Street, with his retirement.

He became the second veteran employee of more than 40 years service in the Nantucket Post Office to retire within the month. On Jan. 1, 1957, Lincoln Porte retired after an association of 43 years service at the Island Post Office.

Acting Postmaster Sidney Conway has said the Post Office does not plan immediately to fill the vacancies created by the retirement of the two veteran workers. Substitute career men who have been working parttime through the Winter will fill in.

Starting his postal career as a substitute carrier in December 1916 Max has served under seven postmasters including his father, the late James Y. Deacon and an uncle, Alfred E. Smith.

Max went to work in the Island Post Office when his father, a Democrat, held the postmastership and served under him for five years. With a change in the national administration from Democratic to Republican, Addison T. Winslow succeeded his father. In those days, the postmasterships, unlike today, were subject to change according to political party in power.

Max then served under the Walton H. Adams, assistant postmaster for many years, when he became acting postmaster for a brief period, then Mr. Smith, Miss Alice E. Roberts who held the longest tenure—15 years as Postmaster—Frank L. Hardy and now Acting Postmaster J. Sydney Conway.

Max, like Lincoln Porte, was a member of the Island Post Office staff when it was located in the Masonic Building now occupied by Buttner's. He, too, in his early postal career, delivered parcel post by mare and buggy before modernization in the form of motorized trucks.

The retiring assistant postmaster became a substitute clerk Feb. 1, 1917 and a regular clerk Dec. 16, 1920. Eight years after the Post Office was housed in the new building at Federal and Lower Pearl Streets, Max became assistant postmaster on Aug. 1, 1944, a post he retained until his retirement yesterday.

A graduate of Nantucket High School in June 1917, Max went into the US Army student training course at Harvard University for two months when World War I ended.

He is a member of the T. J. McGee Council, K of C, and the Byron L. Sylvaro Post, American Legion. He is married to the former Miss Alice Ayers and they have a daughter, Miss Josephine Deacon.

Feb. 1, 1957

### Maxwell Deacon Retires As Assistant Postmaster.

On Thursday, January 31, Maxwell Deacon retired from his position as Assistant Postmaster at the Nantucket Post Office. Mr. Deacon had completed more than forty years' service with the Post Office Department, having served under seven different Postmasters—his father, the late James Y. Deacon, Addison T. Winslow, Acting Postmaster Walton H. Adams, Alfred E. Smith, Miss Alice Roberts, Frank L. Hardy and Acting Postmaster John S. Conway.

It was back on December 1, 1916, when Mr. Deacon first entered the Post Office, then located in the Masonic Building at the corner of Main and Union Streets, as a substitute carrier. As he says, it was back in the "horse and buggy days." He became a substitute clerk on January 31, 1917, and, on December 16, 1920, a regular clerk. In August of 1944 he was made Assistant Postmaster, which position he has since held.

Mr. Deacon was born in Nantucket on September 12, 1898, and graduated from Nantucket High School in 1917. He served in the U. S. Army during World War I, having enlisted following his graduation from High School. On October 12, 1922, he married the former Alice C. Ayers, of Nantucket. They have one daughter, Miss Josephine Deacon.

He is a member of the T. J. McGee Council Knights of Columbus, and of Byron L. Sylvaro Post No. 82, American Legion.

When questioned as to his plans for the future, Mr. Deacon said only that he has no immediate plans.

Peter Irving Sylvia has been appointed to the position of temporary Acting Assistant Postmaster.

Feb. 3, 1957

### It Is Now Postmaster Conway.

John Sydney Conway, who has been Acting Postmaster for the Town of Nantucket since the first of January of this year, was appointed Postmaster by President Eisenhower on Saturday, August 3.

Mr. Conway, who will not be thirty years of age until the 19th of this month, is one of the youngest Postmasters in the United States. Even so, he is well qualified for the position, as he has had ten years experience as a permanent member of the Post Office staff. Previous to his permanent appointment in July, 1947, he worked in the Post Office afternoons during his High School years and in the summer months.

He was born in Nantucket on August 19, 1927, the son of Mrs. Frank Conway and the late Mr. Conway. Following his graduation from Nantucket High School in 1945 he entered the U. S. Army and served in France and Germany. Upon his return, he re-entered the Post Office.

### P. I. Sylvia Named Assistant Postmaster

Acting Postmaster J. Sydney Conway today announced appointment of Peter Irving Sylvia, veteran Post Office clerk, as temporary Assistant Postmaster to succeed Maxwell Deacon who retired from postal service yesterday.

Mr. Conway said Mr. Sylvia's appointment would become effective 30 days from today under postal regulations.

Mr. Conway said Mr. Sylvia who has been employed at the Post Office here for 33 years, was named for the appointment following a consultation between the Acting Postmaster and the three senior clerks of the Post Office, Mr. Sylvia, Robert Mack and David Austin. Mr. Mack who is second in seniority in years of service to Mr. Sylvia and Mr. Austin who is third recommended Mr. Sylvia, as senior clerk, for the assistant postmastership.

Acting Postmaster Conway who has power of appointment accepted the recommendation. Under postal regulations, Mr. Sylvia is named regular clerk serving in the capacity of assistant postmastership. However, to qualify for the assistant postmastership's higher salary of \$5190, he will work for 30 days at his regular clerk pay of \$4710 annually before his new salary becomes effective.

Permanent appointment of an assistant postmaster is up to the postmaster to be appointed, Acting Postmaster Conway said.

Mr. Sylvia, a native of Nantucket, is married to the former Miss Eileen F. Smith. The couple and their three children, Anne 14, Eileen 12 and Peter Edward 10, reside at 52 Orange Street.

Feb. 1, 1957

Mr. Conway is married to the former Patricia Terrio, of Waltham, and makes his home on Hummock Pond Road. They have a daughter, Mary, who was born on March 22, 1956. He is a member of the Board of Trustees of the Nantucket Cottage Hospital and is Treasurer of the Corporation. He has been active in Boy Scout work on the island, is a Past Grand Knight of the T. J. McGee Council, K. of C., a Past Sachem of Wauwinet Tribe, I.O.R.M., a Past President of the Nantucket Sportsmen's Club, a member of the American Legion, the Pacific Club, and the Maddequet Admiralty Association. He has been Secretary of the Board of Civil Service Examiners for Nantucket County for the past eight years and is proprietor of the Whale Driving Range on Hummock Pond Road.

Aug. 10, 1957



## Retires from Post Office After Forty Years.

Next Monday, December 31, Mr. Lincoln Porte will retire from the local Post Office after more than 40 years' service. For the past 20 years Mr. Porte has been cheerfully greeting customers at the Money Order and Registered Mail windows and his many friends, both Nantucketers and summer residents, are going to find it very strange when they enter the Post Office and fail to find him waiting for them.

Mr. Porte started delivering parcel post on July 1, 1914, when the Post Office was in the Masonic Building, occupying the premises where Buttner's is now located. The late Charles F. Hammond was the Postmaster. During the summers of 1914 and '15 he delivered parcel post with a horse and cart. The following summer he began the duties of a letter carrier and also made the collections from mail boxes.

In December, 1916, he became a permanent member of the Post Office crew here in Nantucket, a service interrupted only by World War I. He served from 1917 to 1919 in the Army, with a year in France, during which he received the Purple Heart.

Following his return to Nantucket after the war, Mr. Porte continued as a letter carrier until 1924. He had many experiences, not all of which were pleasant, during those five years. In the winter of 1922 the steamer arrived here about seven o'clock at night and the carriers delivered the mail after that — sometimes after the street lights had been put out.

He was transferred to the position of clerk in December, 1924, and, when the new Post Office was built in 1936, he was again transferred, this time to the Money Order and Registered Mail windows where he has served the public ever since.

In his 40 years of service Mr. Porte has seen many changes. He has served under eight Postmasters — Charles F. Hammond, James Y. Deacon, Addison T. Winslow, Acting Postmaster Walton H. Adams, Alfred E. Smith, Miss Alice Roberts, Frank L. Hardy, and Acting Postmaster John S. Conway.

The Nantucket Post Office was made a first class Post Office in 1946. Mr. Porte has seen the postal receipts climb from \$14,000 in 1914 to \$76,000 in 1956, and the Money Order business climb from around \$75,000 to over \$450,000 in 40 years. Of all the people who were working for the Post Office when he entered it in 1914, there is only one left on Nantucket, and that is Miss Elsie T. Jernegan.

In addition to his Post Office duties, Mr. Porte has many outside activities. He is a member of many of the Island's fraternal and civic orders. He has carried his membership in these with the same conscientiousness that he did in the Post Office.

Among his many memberships are: Nantucket Lodge, No. 66, I.O.O.F. and Wanackmameck Encampment, No. 16; Island Rebekah Lodge, No. 24; Byron L. Sylvaro Post, No. 82, American Legion; Sidney and Robert Henderson Post, No. 8608, Veterans of Foreign Wars; Nantucket Voiture, No. 1002, Forty and Eight; Overseas Lodge, No. 40, Free and Accepted Masons.

He is a Past Master of Union Lodge, F. & A. M. and Proxy to the Grand Lodge, and Past High Priest of Isle of the Sea Royal Arch Chapter. He is a member of Sutton Commandery, No. 16, Knights Templar, New Bedford; Aleppo Temple, Shriners, Boston; Sherburne Chapter, Order of the Eastern Star, No. 182; Nantucket Historical Association, and National Federation of Postal Clerks.

Continuing his fine work in all of these orders he will find little idle time in his retirement. Happy New Year, "Link!"

## Lincoln Porte Honored At Testimonial Dinner.

On Saturday night, January 19, at the residence of Robert Mack, a turkey dinner with "all the fixings", even to the pumpkin pies, was prepared by Mrs. Mack in her usual capable way. This dinner was given on the occasion of the retirement of Lincoln Porte after completing 43 faithful years in the U. S. Postal Service.

Starting at the age of eighteen "Link", as he is known by all throughout the community, began his career with the Department. He has worked under eight different Postmasters, and has seen many changes in the Postal System here on the Island. His career started on July 1, 1914, and on February 15, 1924 he was appointed a regular clerk with the salary of \$1,800 per year.

He recalls many incidents which occurred in the old Post Office building which was where Buttner's store is now located as well as the "good" and "bad" times which have occurred on Nantucket during his Postal career. Also, his many friends include numerous summer residents with whom he has had an acquaintance over the past years, many of whom would come to the Post office not on business, but to have a personal chat with "Link".

The Postal employees gave "Link" a set of luggage, this being presented by J. Sidney Conway, Acting Postmaster, who in making the presentation said:

"Tonight we are gathered here in a spirit of friendship to honor a great guy and a friend to all. Link, you are parting from us, but in so doing you have become closer to our hearts."

"Our ranks have lost that warmth which your presence brought—that ever-friendly smile and willing way—never too busy to assist those who called upon you."

"In the past there must be many memorable occasions which you can recall, but in the years to come as we look back we will never forget your helpfulness and kindness, even with the little problems to which you were always willing to listen and give worthwhile advice."

"May your years of retirement bring you an abundance of health, happiness, and the blessing of the Almighty throughout your future career—and I say this with the deepest sincerity!"

In accepting the gift, Mr. Porte told his former fellow workers:

"There are times when one finds it most difficult to adequately express one's sentiments. This is just such an occasion."

"Your eloquent words of praise and good wishes touch me very deeply. First of all I want to say I accept this wonderful gift with a deep sense of profound gratitude and appreciation. Next, I want to thank Mr. and Mrs. Mack for their contribution to this excellent testimonial. It is indeed the brightest spot of my entire Postal career and I'll never forget it."

"You are a swell group of fellows and I have enjoyed working with you. I have seen most of you grow up and was friendly with all of your parents as well."

"When we have our Post Office parties, some of us enjoy a few games of cards, so I feel this would be a good time to relate how closely cards resemble human life. When we are born Fate hands us a deck of cards. Sometimes it is a 'cold deck' full of spades and clubs, meaning hard knocks and bad luck. Then again diamonds and hearts may predominate, bringing us wealth and romance."

"All through this wonderful game of Life we are hoping that some day we will draw that rare hand, a Royal Flush—the Ace of wealth, the King of power, the Queen of love, and the Jack of friendship and pleasure. It is my hope that all of us gathered here tonight may, before our deck is laid away, hold that wonderful hand to which I offer a toast, 'a Royal Flush'."

Attending this testimonial dinner were the following employees of the Nantucket Post Office: J. Sidney Conway, Acting Postmaster; Maxwell Deacon, Assistant Postmaster; Peter Irving Sylvia, Robert Mack, David Austin, Anthony R. Sylvia, Manuel Sylvia, John Keating, Donald E. Terry, David Roberts, John K. Wilson, Byron Dunham, Freeman Lawrence and Maxwell Ryder. Byron Coggins, a former employee, was in attendance, but other former employees were unable to attend.

The boys will long remember this testimonial dinner and wish Mr. Porte every success in his new position with the Marine Lumber Company.



Lincoln Porte.

On December 31, 1956, Lincoln Porte, jovial and friendly clerk at the money order window, retired from the Post Office. Mr. Porte gave 43 faithful years to the postal service.

"Link" began his duties at 18 years of age and has worked with eight different Postmasters. In his 43 years he has seen many changes in the service.

At a testimonial dinner at the home of Robert Mack, January 19, his former associates presented "Link" with a set of luggage.

Being a man of action "Link" could not completely retire and he is now working for the Marine Lumber Company.

## Party Given Byron L. Coggins.

A farewell party was given Byron L. Coggins, on Saturday night, at the residence of Mr. Robert Mack by all the postal employees.

After serving 20 years of faithful service as a clerk and then a letter carrier, Byron retired on disability due to a physical ailment.

He was known and loved by all fellow employees and patrons alike. His pleasing smile and cordial way won the respect of all as he made his daily rounds.

Mr. Lincoln Porte gave an impressive talk going back over the years and recalling the events of the past. Starting when Byron was a temporary substitute and proceeding up to the present time.

Everyone was moved with emotion when Byron was presented a purse contributed by all the employees.

We would sum up by saying, "There never was a nicer guy." Good luck.



#### The Post Office at Siasconset.

The growth of business at the Post Office at Siasconset, by reason of the increased summer population, is such that the burdens attached to the position are far beyond the remuneration Mrs. Almy receives. It is rated as a fourth-class office; and yet, for two months in the year out of the four in which the office is open, it is equal to a third-class office. When it was first established, it was with the greatest difficulty that anybody could be procured to take the position, and it was only by the greatest persuasion on the part of her friends that Mrs. Almy accepted it. She must be up early in the morning to see to the delivery of the pouches to the railroad; then follows a large amount of matter to be mailed in answer to correspondence received the night before, which keeps her time fully occupied until the time of closing of the mail at 10.30 in the morning. At 1.15, the noon mail comes to the office, and it must be distributed. This is followed by another mass of matter to be assorted for the different localities in the Union, and put into the pouches for delivery the next morning. Then about 8 o'clock the night mail comes in, and the heaviest work is begun. It must be assorted for delivery, and sometimes Mrs. Almy is kept up in her duties until near midnight. Besides, there is the registering of letters, the sale of stamps and other duties she has to perform. Mrs. Almy would not have been able to have performed her duties this year or last were it not for the kindness of J. Ormond Wilson, Wm. M. Barrett and others, friends who volunteered to aid her in the distribution of night mail. The office should be made a third-class for four months of the year, with an adequate compensation, or else the Department should provide an assistant to help Mrs. Almy in her duties. A severe illness would cause the greatest inconvenience in the office, if not close it up. The amiability that she has shown under these trying circumstances is commented on by those who have met her in her official capacity.

As we noted last week, Siasconset has sufficient mail matter for eight months in the year to warrant the keeping open of the post office there, which is now run but three months (instead of six, as inadvertently stated last week) of the year.

Oct. 11, 1890

#### President Wilson's Appointment of James Y. Deacon to be the New Postmaster of Nantucket Confirmed by Senate.

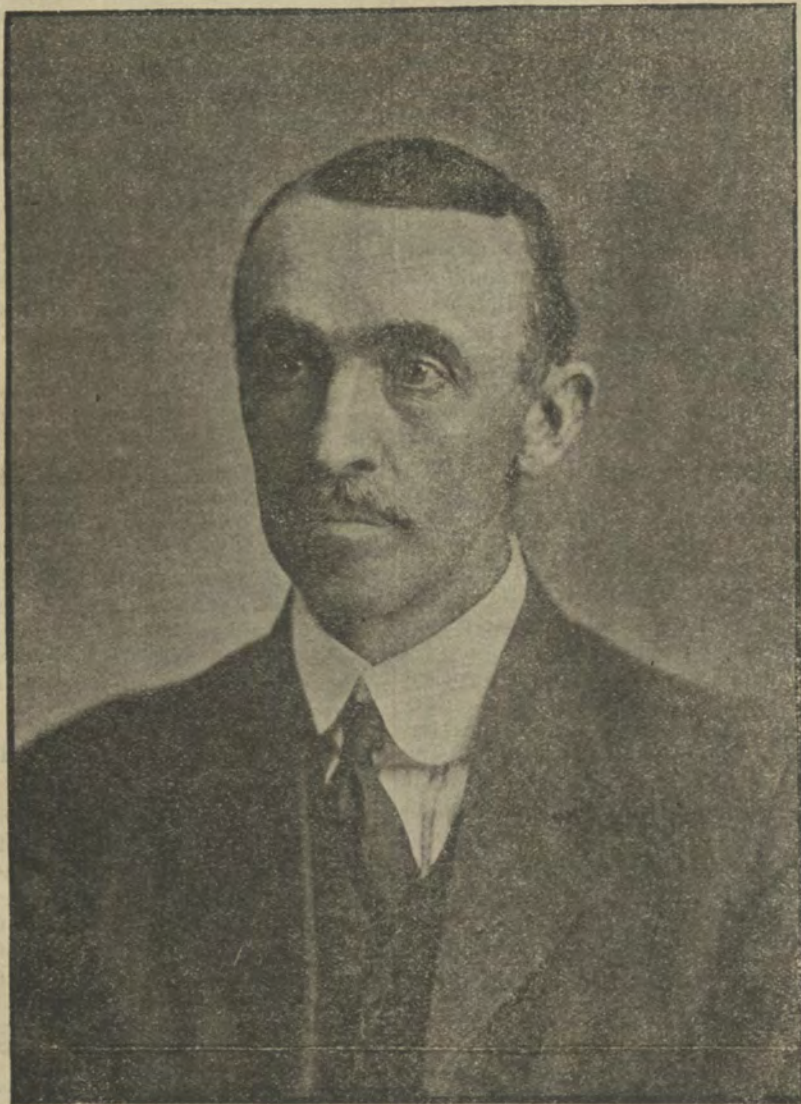


Photo by Boyer

JAMES Y. DEACON

On Tuesday afternoon the Senate confirmed the nomination of James Y. Deacon to be the new postmaster of Nantucket, which was sent to the Senate by President Wilson on Wednesday, June 21st. Mr. Deacon will probably receive his official notification from the Postoffice Department within a day or two, and as soon as he secures the necessary sureties will enter upon the duties of the office.

The plucking of this political "plum" has been a source of considerable difficulty to the local Democrats, owing to the fact that they did not unite their strength upon any one candidate, and Postmaster Hammond, a Republican who has held the office sixteen years, whose term expired on December 18th last, has been retained in office the while the Democrats were trying to unsnarl the political tangle

which apparently caused the Democratic National Committeeman to hold back his recommendation until the convention met at St. Louis.

Mr. Deacon, who is a native of New Bedford, came to Nantucket and established himself in the plumbing business about twenty-five years ago, first conducting it under his own name and then in conjunction with Alfred E. Smith under the present firm name of Deacon & Smith. He has gained the confidence and respect of the community and the fact that his political opponents could not find anything to hold out against him in preventing his confirmation by the Senate, is an evidence that he has made a good citizen of Nantucket, with a clean political record, and a Democratic "worker" entitled to the only local plum with in the gift of the present administration.

June 15, 1916

#### Post Office Here Is "Nantucket"

Editors of *The Inquirer and Mirror*:

In order to clear up any misunderstanding regarding the proper address for mail directed to Nantucket, Mass., I am reprinting the following article which was printed in the Postal Bulletin, the official voice of the Post Office Department, which is distributed to every office in the country.

"Information received indicates that mail addressed to the following locations and post offices in the State of Massachusetts is being misdirected or erroneously directed:

Nantasket (no such post office); Nantasket Beach (name changed to Hull); Nantucket Islnd (no such post office); Siasconset (third-class post office).

The name of Nantasket Beach, a second-class post office, was changed to Hull-Nantasket, effective November 16, 1957. Later the name Hull-Nantasket was changed to Hull. Due mail is being misdirected. Mail addressed to the similarity in names, Nantasket or Nantasket Beach should be forwarded to Hull and not redirected to Nantasket or Nantasket Beach should be forwarded to Hull and not redirected to Nantucket.

Mail for Siasconset should not be pouched to Nantucket even though the name Nantucket Island appears in the address."

In view of the above any mail which is directed to "Nantucket Island" would be addressed incorrectly as the Post Office Department recognizes Nantucket, Mass., as the only official address. In all probability mail which was directed to "Nantucket Island" would not encounter any difficulty in the New England area, but, in other parts of the country it would be returned "no such post office" which would delay the transmission of the letter or package.

Therefore, the correct addresses for Nantucket and Siasconset are Nantucket, Mass., and Siasconset, Mass.

Sincerely yours, John S. Conway

Sept 25, 1958



### Miss Alice E. Roberts.

Miss Alice E. Roberts, former Postmaster of Nantucket, died at the Nantucket Cottage Hospital early Friday morning, August 8. Miss Roberts had been in ill health for several years, following a heart attack.

Miss Roberts was the Nantucket Postmaster for 15 years. She was appointed to the position on August 24, 1935, by the late President Franklin D. Roosevelt, and assumed her duties on October 1 of that year. She retired on November 1, 1950, and, during the intervening years she had served the community efficiently and loyally as the first woman Postmaster in the Town of Nantucket.

She was the daughter of the late John and Catherine Roberts and was born here on November 18, 1879. She graduated from Nantucket High School with the class of 1897. With her two elder sisters, the Misses Catherine and Mary Roberts, she has owned and operated the Roberts House on the corner of Centre and India Streets. Miss Catherine Roberts died on January 1, 1951.

In addition to her sister Mary, Miss Roberts is survived by two nieces, Miss Margaret Roberts, of Nantucket, and Miss Alice Roberts, of Green Bay, Wis., and a nephew, David Roberts, of Nantucket.

Funeral services are tentatively planned to be held at nine o'clock Monday morning, August 11, at Our Lady of the Isle Church.

Aug. 9, 1959

### Postage Meter Machine Installed At Island Post Office To Expedite Parcel Handling

A new mechanical aide which will facilitate the handling of all parcel post and greatly expedite the mailing of Christmas packages has been added to the equipment of the Nantucket Post Office and was put into operation for the first time Wednesday.

Postmaster J. Sydney Conway said that the new machine, a Pitney-Bowes Postage Meter valued at approximately \$400, arrived here October 20 and was installed by a representative of the manufacturer this week.

The machine, which has keys similar to those on an adding machine or cash register, dispenses gummed stamps bearing the Nantucket postmark in the exact denominations required by the clerk.

"Formerly," Postmaster Conway explained, "if the cost of mailing a parcel came to \$1.25, for example, the clerk had to find stamps totaling that amount, put them on the package and cancel them."

"With this machine, he simply pushes the proper keys and a single stamp of the correct amount comes out, eliminating the time lost in looking for stamps adding up to the proper total. Besides, these stamps don't have to be canceled."

"The machine not only eliminates those two operations, counting out the stamps and canceling them, but it also makes for more efficient handling and saves time for the public," Postmaster Conway added.

He explained that insurance could be included in the amount indicated on the stamps dispensed by the postage meter but that the clerk would still have to stamp the parcel as insured and write in the insurance number.

"Actually," he added, "the metered stamps can be used for any kind of postage, but the main advantage as far as we're concerned is for parcel post."

Postmaster Conway said that "not every post office can get one of these machines. It depends on the average number of parcels mailed out daily. If the number reaches a certain amount over a five-day period, then the office qualifies."

He also noted that because Nantucket is an Island, the parcel post volume is higher than it would be

in a mainland community of similar size and concluded by emphasizing that parcel post "is still the cheapest way of sending packages."

"Remember," he said, "it costs only 23 cents to send a one pound package to Boston and 64 cents to send it to California."

Nov. 4, 1960

### Post Office Here Handles Record Volume Of Christmas Mail And Parcel Post

Incoming and outgoing Christmas first and third class mail and parcel post volume has shattered previous records, Postmaster J. Sydney Conway said today.

Outgoing first and third class mail cancellations for the period of Dec. 10 through today totaled 134,500.

Mr. Conway said the daily two-and-a-half trailers of outgoing parcel post—Christmas gifts to relatives and friends abroad from Nantucket residents—for the same period was also an alltime record. There are 14 parcel post bags to each trailer load.

Postage sales for the pre-Christmas period are running about ten percent ahead of the corresponding period a year ago, Mr. Conway

added.

The incoming parcel post volume for the Dec. 10 to Dec. 16 period averaged four trailers daily and from Dec. 17 to today it averaged six to seven trailer-loads a day.

Incoming first class mail averaged ten full pouches daily, in contrast to a normal daily average of three a day.

"We've had considerable difficulty in finding enough floor space to accommodate the Christmas mail and parcel post volume," said Postmaster Conway, "particularly Wednesday."

Wednesday, the Post Office was deluged with a two-day volume when the Steamer Nobska carrying Tuesday's load cancelled its trip here that day because of a gale snowstorm.

Mr. Conway was warm in praise of the cooperation of the Nantucket people in mailing their packages and Christmas greetings abroad early in the holiday season.

"It has been a tremendous help to the Post Office staff," he said. "The people followed the suggestions of the Post Office for mailing and mailing early. We got 100 percent cooperation."

Dec. 24, 1959





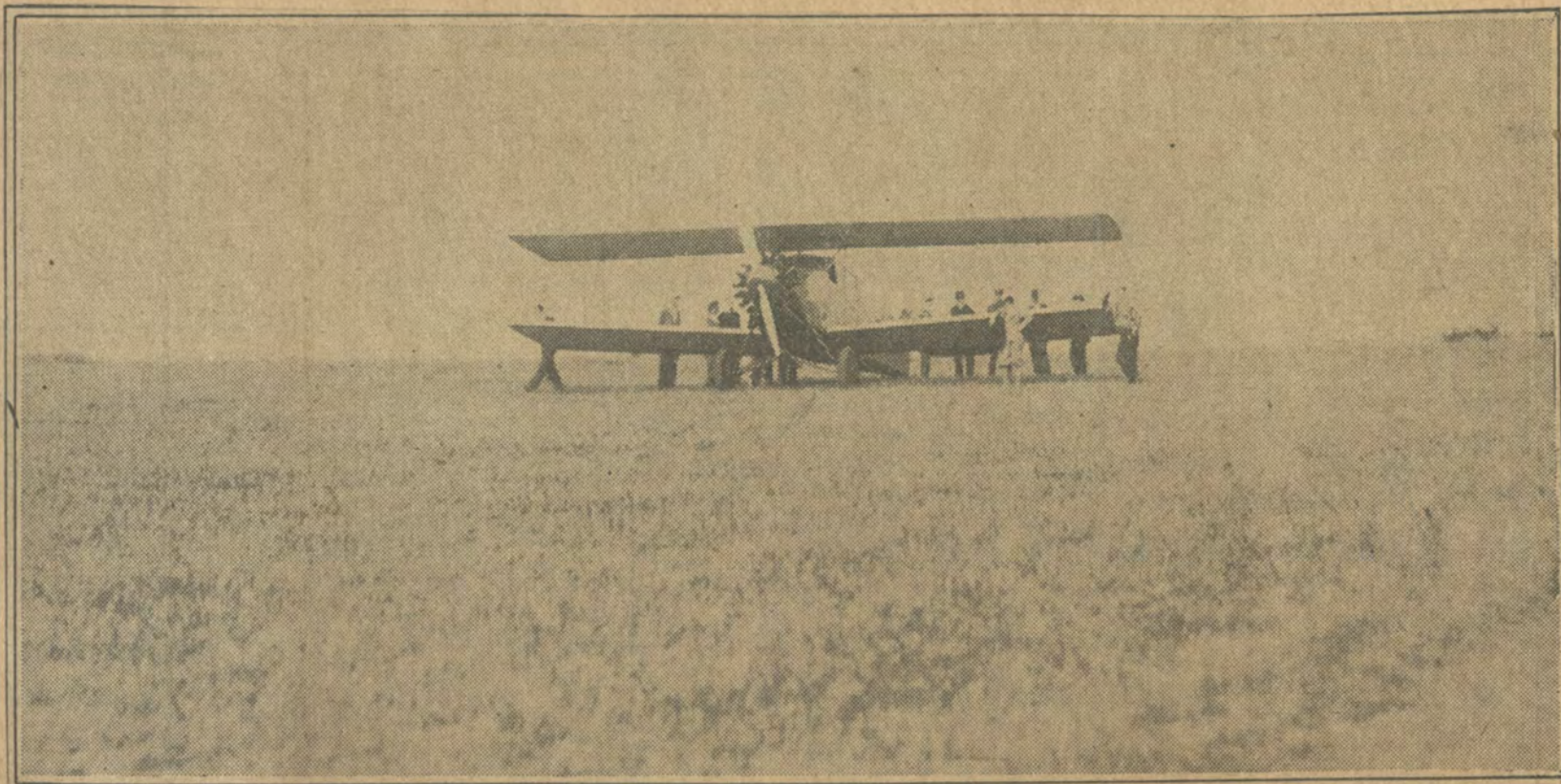
Postmaster Sidney Conway, Assistant Postmaster Peter Sylvia, and Byron Dunham were on hand to inspect the new Post Office truck when it arrived on the island via the steamer "Nantucket" Wednesday.

March 3, 1961



# Opening Up the Sky-Ways

## Historic Old Nantucket



**N**ANTUCKET, the last frontier of the grand Old Bay State, distant by upwards of thirty miles of water from the mainland, glorying in its traditions of the sea and its solitude, has succumbed to the airplane. One week from today, on the fifteenth of June, the first trip on what is to be a daily service by air to and from the island, will be made from Boston.

The beautiful island with its two quaint little towns of Nantucket and Siasconset, once the whaling stronghold of the warm Gulf Stream waters which bathe its shores, is building itself an airport. Out on the upland moors near the picturesque Tom Nevers Head bluffs which overlook miles of wonderful beach, crews of men are hard at work today, grubbing out the low-growing wild rose briars and the hawthorne bushes which alone are left of the once generous foliage and forest growth of this part of the island.

Just what the airplane is going to mean to Nantucket can only be guessed. For a few years, at any rate, the island will be secure from aerial flivvers with picnicking parties whose motoring cousins in automobiles make their weekly trek to the beauties of Cape Cod each Saturday and Sunday. To the bulk of islanders, some 4500 in number, the services of the air will, for financial reasons, be not generally available. To the summer residents, whose number is upwards of 15,000 and whose means are of all limits, the sky-lanes will bring speeded communication with the workaday world of the mainland, mail, newspapers, and a commuting service which

### The Bay State's Last Frontier Succumbs Before the Airplane—Islanders Are Building a 35-Acre Flying Field—Flights Begin

One Week from  
Today

By Daniel Rochford

multiplies manifold the attractions of the island as a place for one's summer home.

#### Planes Versus Trains and Boats

During the long part of the year from fall to summer, one boat daily plows its way from New Bedford to Woods Hole, Edgartown and so to Nantucket. From Boston you must leave for Woods Hole by an early morning train. The boat reaches the island at three in the afternoon. In the summer season two boats daily make the trip. New Yorkers make their only connections on the morning boat. Boston can choose either.

The morning train leaves South Station at 8.30 connecting with the boat at Woods Hole at 10.20 and arriving at Nantucket at 1 P. M. The afternoon train leaves Boston at 1.25 and you reach Nantucket at 7.20 in the evening. The airplane trip, by comparison, takes but one hour from the airport here.

You leave Boston for the airport allowing half an hour by subway or ferry. Then by air it is a scenic paradise down the South Shore, over Plymouth Rock on to the Cape Cod Canal, along it, to Woods Hole, out across the water skirting the shores of Martha's Vineyard past Edgartown, again over open water a few miles to Muskeget Island, past it along Tuckernuck, then easily over Eel Point, Madaket, the Trot Hills, Nantucket golf links, low over the town of Nantucket to wave to the folks below, and across the island toward Sconset to the flying field near Tom Nevers Point, all in one hour's time.

The airplane service will begin with a three-passenger plane, the Stinson-Detroiter cabin plane powered with the famous Wright-Whirlwind engine which has now conquered the Atlantic twice, the North Pole once, and flown millions of miles without accidents. Later on other planes may be added if traffic warrants. The cost of the flights, as at present announced, is to be \$25 for the flight one way and \$35 for a round trip ticket. The first official flight will be a week from today. Regular daily service is expected to start about July first.

#### Airplane Chautauqua Committee

The people on the island are enthusiastic about the new flying field and airplane line. They want the fare to be less if possible so that more men and women will make the air voyage. Under the leadership of State Representative Arthur W. Jones and Editor Harry B. Turner of the Nantucket Inquirer and Mirror, who learned his printing alongside Charles H. Phinney of the Transcript, a new type of "airplane chautauqua committee" is being organized. The subscribers will pay a few dollars a month for a daily airplane service bringing newspapers. Whereas at present they receive their morning Boston papers in the afternoon, the "chautauqua plan" will bring down a special plane in the morning and a boy will deliver the papers to their doors soon after their breakfasts. By having this small regular guaranteed income it is hoped the passenger fares may be cut down a little.

The flying field is in the heart of one of the greatest stretches of almost level or easily rolling land in eastern Massachusetts. The historians of the island



report that in the earlier days of Nantucket, beautiful pines covered it. The whaling captains, their crews, the storekeepers, and retired seamen cut them down indiscriminately for timber. The land now must be reforested. The low growing brush now covering it is rich with flowers. In season millions of wild roses turn the moors into a vast wild garden of fragrance.

Grubbing out this low growth is an easy matter. Beautiful sand roads can be built through the land at a price of about three hundred dollars a mile and, since the sand is a good hard quality and there is a little binding soil on the surface, the roads stand up under the comparatively light pleasure traffic of the island, draining well after rains. The flying field should thus prove much better than many now used by established

Army air units. It is but a few minutes run to Nantucket or Siasconset, or any part of the island. And the Brier Cliff Beach is only a moment's walk away.

#### Islanders All Keyed Up

The flying field is the gift to the island of the Brier Cliff Land Trust, of which William E. Beach of Boston is trustee. The company has contracted to set the land aside for the purpose for a definite period of years. No high buildings may be erected near it to obstruct the ease of take-off or landing. The Boston Airport Corporation in turn has contracted to furnish the airplane service.

The first passenger on the line has already been carried. On May 18 Raymond Baldwin, president of the flying organization, with "Dick" Sears of Pathe news-reel, were flown down by Chief Pilot Billings. Herbert G. Worth, an islander whose three score and ten has not dampened his enthusiasm for progress, finally persuaded Baldwin to accept him as a pay passenger for the return trip to Boston. Last week Thursday the writer flew down with Charles E. Flagg of the land company and Billings, and William F. Swift, the flying field engineer, was carried back as an additional passenger. The official passengers for the opening flight a week from tonight are to be Representative Jones, Editor Turner, and Chairman Orison V. Hull of the Nantucket board of selectmen.

An idea of the way the "natives" welcome the airplane may be gained from a clipping from one of Editor Turner's own stories in the Nantucket paper: "Quite an array of local dignitaries assembled at Bloomingdale, Tuesday morning, to wait for the arrival of the airplane from Boston. The full board of assessors were on hand, two of the selectmen, the president of the Pacific National Bank, the postmaster and assistant postmaster, the representative in General Court, four members of the publicity committee, the assistant register of deeds, the clerk of courts, the president of the Wannacomet Water Company, two of the 'Sconset water commissioners, the custodian of the 'Sconset dump, the proprietors of common and undivided lands, two members of the finance committee, the tree warden, the exterminator of mosquitoes, and various other well-known personages, including an interested representation from Petticoat Row."



Boston Evening Transcript  
June 8, 1927

## NEW A. & P. PLAN FOR NANTUCKET

### Ship Capable of Carrying Ton of Supplies to Ice-Bound Isle

The Great Atlantic & Pacific Tea Company yesterday added another airplane, a tri-motored ship capable of carrying a ton of foodstuffs to their fleet which is daily transporting supplies to the residents of the ice-bound island of Nantucket.

Officials of the chain store company have made arrangements to continue the food-by-air service to Nantucket indefinitely as there is no indication that the ice will break up sufficiently in the near future to permit resumption of normal transportation facilities.

F. W. Prescott, advertising manager of the New England division of the Great Atlantic & Pacific Tea Company; W. F. Robinson, Boston sales manager, and A. Mann, traffic manager, supervised the loading of the planes at the Boston airport yesterday and completed the arrangements for the continued service.

## A&P Air Service to Nantucket



More than a ton of food being loaded at the Boston airport on to the tri-motored plane which the Great Atlantic & Pacific Tea Company yesterday added to their fleet of planes which daily carry supplies to the residents of icebound Nantucket.

BOSTON TRAVELER, THURSDAY, FEBRUARY 15, 1934



Food at the Cape Cod airport, Marston's Mills, being checked by Plane Pilots Ray Todd, left and Gerard Gallant, preparatory to transportation by air to Nantucket.

### The First Air Craft Came to Nantucket 25 Years Ago This Week.



April 24, 1943



## NANTUCKET FROM THE AIR



### NANTUCKET'S NEW AIRPORT

**\$274,000 Allotted by Civil Aeronautics Provides  
For Large Municipal Airport. Work to Be  
Done Under Army Engineers. Will Be  
Owned And Maintained by Town.**

The special dispatch from Washington, received by The Inquirer and Mirror on Friday evening week, bringing word that the Civil Aeronautics Administration had allotted \$274,000 for the Nantucket Airport, was most agreeable news to the people of Nantucket. A telegram from Congressman Gifford received an hour later corroborated the information contained in the first dispatch and naturally there was keen interest in the announcement.

The allotment of such a large amount was something of a surprise, both to the town officials and the townspeople, for the negotiations conducted between the Selectmen and the Civil Aeronautics Administration some time ago called for only a little over \$100,000. To have \$274,000 allotted to Nantucket for its airport came as a genuine surprise to all and the following information obtained by The Inquirer and Mirror the past week will doubtless be read with interest.

It is in line with the National Defense movement, under which the Civil Aeronautics Administration announces a total estimated expenditure of \$80,810,110 for airport construction—of which Nantucket is to receive a much larger allotment than was anticipated.

As we understand it, from information received from Washington, the new airport to be built by the government will be a municipal airport—not a government airport. The government has allotted, through the Civil Aeronautics Administration, the sum

of \$274,000 for construction, but after the airport is built it will be up to the town of Nantucket to maintain it. This does not mean that the town must construct hangars or go to any great expense, except to provide a combination office and waiting-room. It seems that this is about all the requirements there will be so far as the town is concerned. The town will be at liberty to make its own arrangements with air lines and private planes using the airport, with the stipulation that government planes will be exempt from charges, other than supplies, which of course Uncle Sam will pay for.

The expenditure of the \$274,000 will be made through the Army Engineers to which the construction of the airport goes once the Civil Aeronautics administration make the allotment. Taking the preliminary surveys already made by the Administration, the Engineers will make a detailed survey, will prepare plans and specifications, will advertise for bids, and then award the contract. As the work

progresses, the Engineers will, of course, supervise construction. This is to be done under a joint arrangement between the Civil Aeronautics Administration and the Army Engineers, as the former maintains no substantial engineering department and army engineers are available for this kind of work.

The new airport is to be in every sense a municipal airport, at which any and all planes will have the right to land. It will in no sense be operated as a government landing field, although Army and Navy Planes will have the same right to use it as will commercial and private planes.

The government funds allocating the \$274,000 will necessitate that the construction work be done by contract, to include grading and draining the field, the paving of the two "runways", one east and west and the other north and south, each "runway" to be 4,000 feet long, graded to a

width of 500 feet, the center strip of each run-way to be 100 feet wide, paved or hard-surfaced, to afford safe landing and take-off for any size plane in all kinds of weather.

Government funds will also be used to install lights outlining the airport and "run-ways", as well as to provide flood-lights to aid in night landing.

Nantucket must take over after the airport is finished and assume all cost of maintenance and operation. The Civil Aeronautics Administration will not undertake to say what buildings will be required. That decision will be entirely up to Nantucket. It is customary, where airports are used primarily by commercial planes, for the air-lines to provide whatever may be necessary in the way of hangars and repair shops for their own use. The preliminary survey simply requires that there be a suitable combination office and waiting-room—there will be no other requirements placed upon the town.

Such a building would have installed the controls for lights and such communication system (telephones) as the operating airline, or airlines, might require. Of course, should an airline, or airlines, to which the town issued leases, provide hangars for their own use, such hangars would naturally contain their own communication systems.

The type of run-ways to be installed at the Nantucket airport will be decided by the Army Engineers, but before actual construction can commence there will be a large amount of grading and drainage necessary, which will be done by contract.



## Wartime-Developed Loran Station On Nantucket Is Big Navigational Aid To Planes And Ships

Whether the hard-surfaced "run-ways" will be made of concrete or some other kind of asphalt paving will be determined by the Engineers. At airports that are heavily used, concrete is the favored paving material, especially where there is an abundant supply of rock and gravel at hand. Here on Nantucket there is a scarcity of rock and gravel, which may result in the use of some sort of asphalt paving similar to that used on the island highways. This is something which the Engineers will determine later. The Civil Aeronautics Administration has no hand in determining the type of paving. In fact, having made the allotment, the Administration steps out of the picture and hands the matter of specifications and contract over to the Engineers Department.

In brief, having provided the cash with which to construct modern landing facilities at the Nantucket airport, the Civil Aeronautics Administration says the project becomes a local problem once the "run-ways" are finished and the lights installed. After being taken over by the town, the Civil Aeronautics has no control over the maintenance and operation, which becomes clearly a municipal affair. The government simply maintains an over-sight to see that the airport is properly operated for the use and benefit of the public. The town will be at liberty to make its own arrangements and terms with airlines and private planes (landing fees, etc.)

There is no doubt that in the construction work—especially in grading and drainage of such a large area—there will be considerable local labor necessary, which will probably be done under the W. P. A., or some other alphabetical agency. Nothing definite can be ascertained at present as to this phase of the project. The Army Engineers now take the matter over from the Civil Aeronautics, and the Selectmen will probably have more than one conference with representatives of that department before the work is actually under way.

Nantucket has purchased the landing field at Nobadeer and has secured enough of the adjacent land, through agreement with owners, to provide the area necessary for the government to carry out the project for which the \$274,000 has been allotted.

In the realm of sea and air navigation Nantucket occupies an increasingly important place. The Coast Guard Loran or long range navigational installation at Low Beach, Siasconset is now being enlarged to extend its range.

Loran was such an important war time development that even the mention of the name was forbidden. Any member of the armed services who let the word drop even in casual conversation was liable to immediate court martial. Albert F. Padgett, radio electrician in charge of the station here, said concerning his instruction in Loran, "We were searched every time we entered or left the building. We couldn't even bring a newspaper into the classrooms."

Loran is basically a system by which an airplane or a vessel at sea can place its position on the globe exactly within a minute or two, no matter what the weather conditions may be. No longer must a ship master figure the time exactly, spot the sun and make involved calculations. No longer are the stars the guideposts for night navigation. The old ways, sighting the sun or stars, were at best only approximations since so much figuring was involved that there was always a large chance for mathematical error. At worst they were of no help whatsoever because weather conditions are often such that "dead reckoning" is the only clue a mariner had to his position. Loran is completely unaffected by weather.

The necessity for speedy calculation, too, made the old ways of little use. The amount of calculation plus checking necessary under the old system was completely out of the question for airplanes since they were moving so fast that by the time a position was determined, the plane might be three or four hundred miles away from that position.

Loran works by broadcasting a certain signal on a set frequency every minute of the hour 24 hours a day. The station at Low Beach is called a double master station which means that it controls the broadcasts of two slave stations, one located at Baccaro in Canada under the direction of the Royal Canadian Navy and the other at Bodie Island, N. C.

The two slave stations keep their broadcast frequency attuned to that of the Nantucket station. A receiver at sea can tell by the way the signals are received how far he is from each station. By following those radius lines on his chart he can tell exactly where he is.

### Range To Be Boosted

The signals from the Nantucket station are received at sea anywhere within a range of 750 miles in the daytime or 1500 miles at night. New construction now going on at Low Beach is being built to house new equipment to boost the daytime range one third or more to over 1000 miles.

The most striking feature of the new equipment is the 300-foot tower which has been built near the station. The old tower, 120 feet high, is still in operation and will continue so until all the construction and equipment is in operation.

The building under construction to house the new equipment is planned to withstand any weather or tides which might flood the area. Its cement foundations go down to water level. Interspersed in the floor are solid concrete slabs to be used for mounting the radio equipment. Around these slabs from ground to floor level are open spaces, so that if water should ever flood Low Beach, it would wash through the foundation of the building rather than wash it out.

Around the base of the tower is a maze of wires radiating outwards like a gigantic spider web. They are there, according to Mr. Padgett, to supply the ground for the tower. "There are 120' wires each 300 feet long attached to the central ground," he said. "They are to make certain that the signal goes out in equal strength in all directions."

All the equipment at Low Beach is not in use at any one time. The importance of keeping the station on the air 24 hours every day is such that two complete sets of equipment are maintained at all times, one operating and one in stand-by position ready to be switched in at a moment's notice.

Because of this same importance the station, although using the power from the Nantucket Gas and Electric Company for all normal use, maintains two Diesel 18 and a half K. V. A. generators ready to go into operation automatically in event of a power failure. "That keeps all the lights going," said Mr. Padgett, "until we can get over here and start the large Diesel generators."

When the new equipment goes into operation probably sometime next Summer the 18 and a half K. V. A. generators are to be replaced with two five K. V. A. outfits. They are to be housed in a large garage-like building which is to be made

over for their use. At that time, the Quonset huts will be probably abandoned. "This hut with the Diesels and the one housing our present transmitting equipment are the only huts we're using now," said Mr. Padgett. "The crew all have their quarters at Sankaty."

When the station was first put into operation all the personnel were based right at Low Beach. At that time it took a crew of 27 men to operate the station. The continually improving equipment has cut that number down to the six or seven men now necessary to keep the signal on the air.

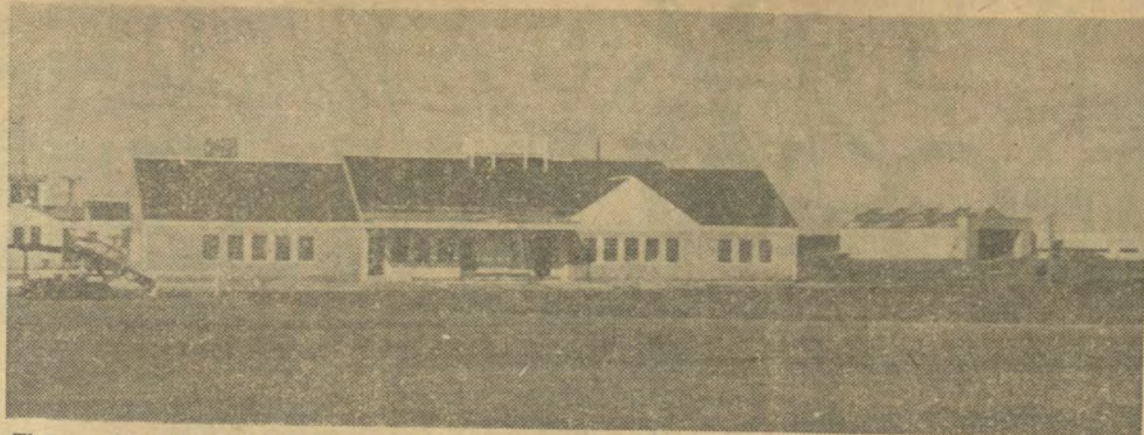
Mr. Padgett who is in charge of the station has been here in that position for two and a half years. He is at present waiting only for his replacement to arrive, after which he is to be transferred to Alameda, Calif.

Loran was first made feasible by the work of an English scientist. His pioneer work was turned over to scientists of Massachusetts Institute of Technology who developed it to the science it is today. It was particularly valuable during the war since a plane or ship could get a fix on its position by using Loran without breaking radio silence and giving away its position to the enemy. Using radar for a location fix required the use of a ships transmitter whereas Loran does not.

Jan. 14, 1949



## New Airport Administration Building



The new \$120,000 administration will include a waiting room, a snack restaurant, and offices for radio station and the Weather Bureau. It is shown as it nears completion. It the Airport manager, base oper-

## New \$120,000 Administration Building At Island Airport To Be Ready By Christmas

### Growth Of Field Is Recalled

Nantucket's biggest Christmas gift—the new \$120,000 administration building at Memorial Airport—will arrive early, if the work on it continues to go forward with its present top-flight speed. Angelo Nocella, in charge of construction for the Marden Corporation, says the building should be ready for use by December 15—"And we'll put up a great big Christmas tree in the waiting room!"

Then trans-oceanic pilots heading for Paris or London or Amsterdam will get, along with their flight information, a friendly Island greeting from CAA officials in the new office: "Merry Christmas!" and "Happy New Year!" And back to the Island in surprised and varied accents may come the reply received in past years: "Roger—and a happy New Year to you, Nantucket!"

This friendly informality has distinguished Nantucket's Airport ever since the time, a scant ten years ago, when it was merely a daisy field. Those who can remember bumping over it then in completely non-scheduled, non-guided, non-lighted takeoffs rather regret the sudden progress that made this strategic meadow a class-3 Airport.

They speak wistfully of the good old days when Jean Adams carried a radio under her arm through a No'theaster, trying to get some weather reports that would let her know whether flight was possible between here and the mainland—and the late Dave Raub flew Schooner Captain Zeb Tilton to the Vineyard as a publicity stunt to try to stir up a little interest in Island flying.

#### Dance In Oilskins

In those days, at a hangar dance on a rainy night oilskins were de rigueur—with steady streams pouring down on the dancers through a leaky roof. More recently, the following teletype message was received by mainland weather sta-

tions: "ATTN ALL WEATHER BUREAU STNS THERE WILL BE A HANGAR DANCE AT THE NANTUCKET AIRPORT SATURDAY EVENING OCTOBER 11 1947 ALL WEATHER BUREAU STATIONS WILL BE CLOSED ALL THAT DAY AND THE NEXT SO ALL EMPLOYEES MAY HAVE A CHANCE TO ATTEND THIS GALA EVENT PREPARATIONS ARE BEING MADE TO HAVE 22 B29S TO TAKE ALL PERSONNEL OF THE GREAT LAKES AREA TO THIS DANCE. ALL PERSONS WHO PLAN TO ATTEND THIS GREAT GET TOGETHER WILL BOARD THE

PLANES ON MICHIGAN AVE. CHICAGO ILL. COME ONE COME ALL THIS MARVELOUS BALL WILL NEVER BE FORGOTTEN BY YOU."

Those who danced in oilskins say that earlier ball will never be forgotten either. Jean Adams Cook, now manager of Nantucket's Airport, particularly remembers a greeting from Dave Raub's mother on one of her first trips to the Island. Mrs. Raub came strolling through the daisies with a covered dish for the visitors. It contained strawberries, freshly-picked, with the dew still on them.

"First impressions of that kind are important to the stranger to the Island," says Manager Cook, "especially when he arrives by air. I try never to forget to keep our Airport a humanly warm organization. A friendly greeting will do more for pleasant air relationship than any other single thing."

Manager Adams' first meeting with Nantucket was far from a warm one. Matter of fact, it was so cold that all of Nantucket Sound had frozen over—and Jean had been sent from Boston airport to fly mail and supplies to the Island. The fascination of a spot so remote that it could be completely cut off from America took hold of her—and brought her back for her vacation the following Summer.

#### Airport Was Farm

Being an expert pilot and aerial photographer she started to help Dave build an airport out of what was then known as Nobadeer Farm. In August, 1939, they staged the "First Annual Air Meet of Nantucket" and advertised "Spectacular flying exhibitions, parachute jumping!"

Droves of spectators turned out for the big event, and mainland papers vied with each other in reporting it. "2,000 Witness Island Air Meet" declared one. "50 Planes Take Part in All-Afternoon Nantucket Program." Another quoted even bigger figures: "87 Planes Stunt at Nantucket. 3,000 See First Island Air Meet."

At any rate, the airplane had apparently arrived and received Nantucket's nod of approval. Girls as well as boys on the Island were earning their pilot's license, and as the boys began to change from blue jeans to uniforms, the girls climbed up in the Mill Hill observation tower—as whaler's wives used to climb to Nantucket roof walks—and scanned the skies for possible enemy planes.

#### Navy Enlarges Field

And then Uncle Sam moved in. Suddenly the daisy field became a bustling center for bulldozers and tarvis trucks as the U. S. Navy invested \$942,000 in two 4,000-foot runways, hangars, garages, Quonset huts, and made the surrounding moors one of the largest bombing ranges in the East.

All during World War II, Nantucket served as an important off-shore base in coastal defense. And after V-E and V-J Day, the Town fathers found themselves the perplexed possessors of one of the biggest and best airports of any small community in the country.

Under a lease from the Navy, Nantucket received the runways, still in excellent condition; 16,300 feet of rather badly-cracked taxiways; 44 buildings; a huge fire-truck; a bulldozer; a spotlight truck for portable field lighting; a dry-roofed hangar (the old one had blown down in a hurricane); a large garage with well-equipped workshops; a double row of Quonset huts; eight others banked with sandbags and camouflaged with sod, in which bombs had been stored; a busy and vitally import-

ant Weather Station; and a CAA Communications Post that now told every Island flier anything he needed to know. All this for free—in exchange for Nantucket's signature on a contract saying the Island had received the airport in good condition and would keep it that way.

#### Win First U. S. Suit

Before she would sign, however,

the Little Gray Lady had one stipulation to make. She demanded damages for the cracks in those taxiways, which she declared had been caused by careless use before they were ready. With utter disregard for the fact that it is generally considered impossible to sue the Government, and with independence typical of an Island that has threatened repeatedly to "secede" from Massachusetts because of taxation without sufficient representation in the State Legislature, Nantucket now asked Uncle Sam for \$57,000—and got it! The first Airport in the country to win a Government damage suit, Nantucket became the test case that proved a new rule.

The Nantucket Airport Commission, chosen by the Board of Selectmen, appointed Jean Airport Manager. She had held a manager's license ever since the daisy days, when she subbed for Dave whenever he was off Island. For a maintenance staff, they selected men who knew the Nantucket Airport thoroughly: George Lusk and Tommy Gibson, who had also worked with Dave; Roswell Holmes, who had worked there with the Navy.

The Nantucket Memorial Airport was dedicated to the Island men who lost their lives in World War II: Captain David R. Raub, Robert Cartwright, Theron Coffin, Ralph McGraw, Lieutenant Harrison Gorman, Lieutenant Francis Hanlon, Robert Henderson, Sidney Henderson, William Jones, Ensign Mason Stevens and Commander John T. Walling. A plaque with their names on it will be placed in the new administration building to bear permanent record of their heroism.

In the years since Nantucket has taken over operation of the airport, several improvements have been added: new roads, a plane-parking ramp, field lighting on one runway (the portable lights are still used on the other), and now the administration building. For all these Federal projects, half the money was contributed by Uncle Sam, one quarter by the State of Massachusetts, and one quarter by the Island.

#### Memorial Wins High Rating

And Nantucket has lived up to her promise to keep all this in good condition. Of some 4,000 airports considered by the Air Safety Division, National Aeronautic Association, only 71 were awarded certificates of Good Airport Operating Practice for the highest standards of safety and service...and Nantucket was one of these. Of 6,082 civilian airports considered by the Aircraft Owners and Pilots Association in 1950, Nantucket was one of 151 given Superior Rating for the conveniences and facilities offered.



It is no small job to maintain top standards like these. In order to do it Nantucket's operating crew has to keep on the job every minute. Every day they test their two fire trucks to make sure they could rush right out onto the field if needed. Once a week they test the fire equipment, sprays CO2. The big Ford fire truck pumps 4,762 gallons of foam and has a booster tank of 275 gallons of water that could put out a fire in a DC-3.

#### Planes Radio For Help

Fortunately, neither of these trucks has had to be used, though they're always ready to go to the aid of trans-Atlantic fliers or local planes with gear trouble. Three times the trans-Atlantic planes have radioed in for Nantucket to have her fire truck standing by—and then have flown on to La Guardia. Actually, our runways are too short for them to land on, but—as Airport Manager Cook says—"Someday they will."

Though those runways may seem small to a DC-3, they seem big to the maintenance crew, who must travel 150 miles back and forth in the huge snow-plow truck just to clean them off. It takes 60 gallons of white paint to brighten up each of the 60-foot-high compass headings at each end of the runways—15, 24, 33—and the four vertical stripes under the numbers that tell a pilot he has 4,000 feet in which to land and stop his plane.

In Summer, it takes one man all day long every day just to keep the grass mowed, in spite of the gargantuan mowing equipment inherited from the Navy. Nantucket's Airport is larger now than it was then. To the 110 acres of Nobe-deer Farm originally deeded to the Town by Everett U. Crosby, Lawrence Miller has added land to the Northwest where the new road cuts through, which brings the total to 577 acres.

#### 55,730 Passengers In 1951

In 1950, 55,730 people either landed or took off from here, and Northeast Airlines found that only four other stations on its route attracted more passengers. In addition to all the living costs of these people while on the Island, Nantucket received a direct income of \$14,007.84 from her Airport, which paid for most of its operating expenses.

Figures show that this Airport makes more money and costs less to operate than any of those around—Hyannis, the Vineyard, or New Bedford. Furthermore, Nantucket is the only one with either a Weather Bureau or CAA Communications Station—though New Bedford will be getting a radio tower soon.

The importance of having these two Federal bureaus represented here, with all their aids to aerial navigation, can hardly be estimated. (Fliers agree they're a priceless asset to our Island.)

The CAA and the Weather Bureau will occupy offices in the East end of the new administration building, with Northeast Airlines' office and reservation desk next to them on the North side. The Airport Manager's office will be in the Northwest corner, with Holdgate's Flying Service in the Southwest.

The center of the building, with rows of windows North and South, will be a large waiting room, with comfortable lounge chairs and a snack bar operated by Allen Holdgate. The furnishings are being purchased through Tete's Upholstery Shop and plans for decoration include a mural painting by an Island artist.

But most important, the Nantucket Memorial Airport will still have that friendly hospitality that has always been one of its most distinctive characteristics. Today there is a warm community atmosphere about Nantucket's Airport, say fliers, that they seldom find as they move about the country. Part of it comes from the seven families of pilots and CAA personnel who rent quonset huts from the Airport and have converted them into attractive living quarters, with rows of corn and tomatoes, clotheslines, and swings for the seven children who call this home.

#### Travelers Feted

Part of it comes from Nantucket's own individual personality, which prompts Islanders and off-Islanders alike to do unexpected things—like that bowl of strawberries offered by Mrs. Raub, and the leis of Island flowers which were tossed over the heads of artists Kate and Elmer Greene as they flew off last week on the first lap of a European trip. The pilot and stewardess were given leis, too.

But most of the responsibility for making this Airport unique among communities of Nantucket's size lies with the personnel who operate and maintain it, and the Airport Commission members who oversee it: Howard U. Chase, George W. Jones, and Selectmen Irving Soverino, James K. Glidden, Allen Holdgate, Ernest Coffin.

#### Deer Present Problem

There are many duties to maintaining a successful airport, especially this one. For Roswell Holmes, it includes keeping deer off the runways. Hypnotized by the lights, they are apt to stand right in the paths of incoming planes. He has found that putting dried blood on the runways frightens them away.

For George Lusk it included "Operation Duckling"—when a mother mallard led eight of her children over the field and lost them enroute. As one newspaper described it: "The lead duckling zigged when he should have zagged and headed straight down into a closed manhole, his seven brothers and sisters in faithful formation after him."

George Lusk pried the cover off the manhole and, with considerable difficulty, rescued them. "They didn't want to come out," he says. "Just kept flying around and around down there in circles."

This unusual factor of plentiful game close to the Nantucket airport is making it a mecca for off-Island hunters. By advertising Nantucket's hunting season among fliers, Airport Manager Cook has brought many new visitors to the Island in recent years.

As she says, she hopes Nantucket's Airport may always stand not only for safety and efficiency but for the sort of hospitality not often found on most commercial fields. "Alighting on a field where the personnel have a pleasant word for the passenger, where a homely feeling of pleasure in greeting the stranger is evident, will do more for us than any other one factor. I should like it to be that way always."

1951

## Phenomenal Growth Of Nantucket Airport From Farmer's Field Reflected In Report

The speedy growth of Nantucket as an air terminal, enplaning and deplaning thousands of passengers in the course of a year is almost unbelievable except that record proves it.

Only a little more than two decades ago, Memorial Airport was nothing but a flying field carved from the farm of the late Leslie Holm who was spurred to the conversion by a remark of Colonel Robert McCormick, the Chicago Tribune's famed publisher, when he landed on the Island one day back in the early Thirties.

The late Captain David Raub was the pioneering manager of the Holm field, using an old Fairchild which did so much yeoman service during Island freeze-ups, flying passengers and newspapers, along with Commander Parker W. Gray and Johnny Jones, two other Island pioneering pilots.

It's a far cry back to those days when one reads the annual report of the Airport Commission for the year 1953, giving passenger statistics for the 1½-million dollar Memorial Airport.

A total of 82,961 passengers, 42,487 of them Northeast Airlines passengers, were enplaned or deplaned at Memorial Airport which now boasts of a \$100,000 administration building, encompassing a snack bar, lobby, offices for a federal radio communications service for aircraft and U. S. Weather Bureau, for an airline and plane charter service and for Airport Manager Jean Adams Cook.

Both Islanders and Summer visitors have taken to the air to and from Nantucket with such gusto that the Nantucket terminal stands fifth in Northeast's string of 86 stations, linking New England with New York and Canada, for the largest number of passengers carried during 1953.

Modestly the Airport Commission has reported on this phenomenal growth:

"Nantucket Memorial Airport has continued to increase its value as a convenient means of travel to and from the Island. Both the number of passengers carried and the revenue received have been larger than in any previous year."

In addition to the 42,487 Nantucket passengers which North-

east enplaned or deplaned at Memorial Airport, non-scheduled, charter and private plane flights accounted for 20,474 more Island flying passengers, making the total 82,961 for the year.

And that, says the Commission, is 16 percent more than were enplaned or deplaned at Nantucket in 1952.

"In addition to passengers the freight, express, mail and papers carried for the year, totaled 513,216 pounds or roughly 250 tons" the Commission said.

Another impressive comment in the Commission's report is its statement that the increased Airport business has brought a corresponding rise in income to the town—a record-breaking amount of \$22,667.55 or about 70 percent of the Airport's operational cost. "The percentage of revenue to operating has risen steadily from 38 percent in 1947 to over 69 percent in 1953," the Commission reported.

"We expect this business will continue to increase if the properties and facilities at the Airport are maintained and improved as the service merits," it adds.

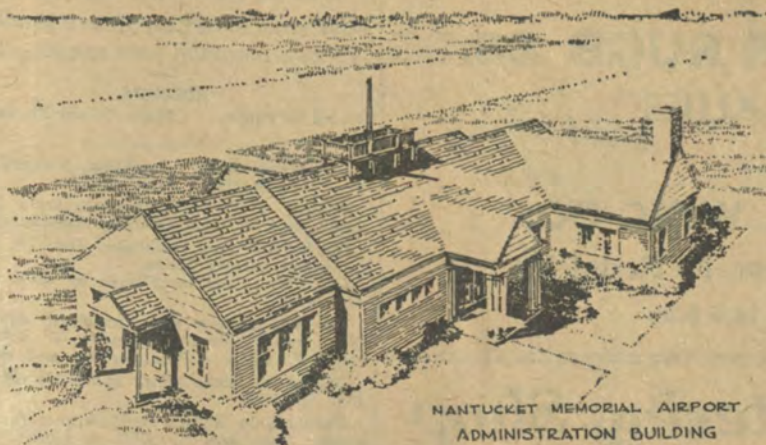
Members of the Commission are: Howard U. Chase, chairman; George W. Jones, secretary; Ernest R. Coffin, Allen W. Holdgate, Irving A. Soverino, Walter M. Rounselle, George W. Burgess Jr., James K. Glidden and John L. Hardy.

Jan. 29, 1954



## New \$120,000 Administration Building At Island Airport To Be Ready By Christmas

Architect's Drawing of New Airport Administration Building.



NANTUCKET MEMORIAL AIRPORT  
ADMINISTRATION BUILDING

HAROLD C. KNIGHT A.I.A. - ARCHITECT  
FAY, SPOFFORD & THORNDIKE - ENGINEERS

### Growth Of Field Is Recalled

Nantucket's biggest Christmas gift—the new \$120,000 administration building at Memorial Airport—will arrive early, if the work on it continues to go forward with its present top-flight speed. Angelo Nocella, in charge of construction for the Marden Corporation, says the building should be ready for use by December 15—“And we'll put up a great big Christmas tree in the waiting room!”

Then trans-oceanic pilots heading for Paris or London or Amsterdam will get, along with their flight information, a friendly Island greeting from CAA officials in the new office: “Merry Christmas!” and “Happy New Year!” And back to the Island in surprised and varied accents may come the reply received in past years: “Roger—and a happy New Year to you, Nantucket!”

This friendly informality has distinguished Nantucket's Airport ever since the time, a scant ten years ago, when it was merely a daisy field. Those who can remember bumping over it then in completely non-scheduled, non-guided, non-lighted takeoffs rather regret the sudden progress that made this strategic meadow a class-3 Airport.

They speak wistfully of the good old days when Jean Adams carried a radio under her arm through a No'theaster, trying to get some weather reports that would let her know whether flight was possible between here and the mainland—and the late Dave Raub flew Schooner Captain Zeb Tilton to the Vineyard as a publicity stunt to try to stir up a little interest in Island flying.

#### Dance In Oilskins

In those days, at a hangar dance on a rainy night oilskins were de rigueur—with steady streams pouring down on the dancers through a leaky roof. More recently, the following teletype message was received by mainland weather sta-

tions: “ATTN ALL WEATHER BUREAU STNS THERE WILL BE A HANGAR DANCE AT THE NANTUCKET AIRPORT SATURDAY EVENING OCTOBER 11 1947 ALL WEATHER BUREAU STATIONS WILL BE CLOSED ALL THAT DAY AND THE NEXT SO ALL EMPLOYEES MAY HAVE A CHANCE TO ATTEND THIS GALA EVENT PREPARATIONS ARE BEING MADE TO HAVE 22 B29S TO TAKE ALL PERSONNEL OF THE GREAT LAKES AREA TO THIS DANCE. ALL PERSONS WHO PLAN TO ATTEND THIS GREAT GET TOGETHER WILL BOARD THE

PLANES ON MICHIGAN AVE. CHICAGO ILL. COME ONE COME ALL THIS MARVELOUS BALL WILL NEVER BE FORGOTTEN BY YOU.”

Those who danced in oilskins say that earlier ball will never be forgotten either. Jean Adams Cook, now manager of Nantucket's Airport, particularly remembers a greeting from Dave Raub's mother on one of her first trips to the Island. Mrs. Raub came strolling through the daisies with a covered dish for the visitors. It contained strawberries, freshly-picked, with the dew still on them.

“First impressions of that kind are important to the stranger to the Island,” says Manager Cook, “especially when he arrives by air. I try never to forget to keep our Airport a humanly warm organization. A friendly greeting will do more for pleasant air relationship than any other single thing.”

Manager Adams' first meeting with Nantucket was far from a warm one. Matter of fact, it was so cold that all of Nantucket Sound had frozen over—and Jean had been sent from Boston airport to fly mail and supplies to the Island. The fascination of a spot so remote that it could be completely cut off from America took hold of her—and brought her back for her vacation the following Summer.

#### Airport Was Farm

Being an expert pilot and aerial photographer she started to help Dave build an airport out of what was then known as Nobadeer Farm. In August, 1939, they staged the “First Annual Air Meet of Nantucket” and advertised “Spectacular flying exhibitions, parachute jumping!”

Droves of spectators turned out for the big event, and mainland papers vied with each other in reporting it. “2,000 Witness Island Air Meet” declared one. “50 Planes Take Part in All-Afternoon Nantucket Program.” Another quoted even bigger figures: “37 Planes Stunt at Nantucket. 3,000 See First Island Air Meet.”

At any rate, the airplane had apparently arrived and received Nantucket's nod of approval. Girls as well as boys on the Island were earning their pilot's license, and as the boys began to change from blue jeans to uniforms, the girls climbed up in the Mill Hill observation tower—as whaler's wives used to climb to Nantucket roof walks—and scanned the skies for possible enemy planes.

#### Navy Enlarges Field

And then Uncle Sam moved in. Suddenly the daisy field became a bustling center for bulldozers and tarvis trucks as the U. S. Navy invested \$942,000 in two 4,000-foot runways, hangars, garages, Quonset huts, and made the surrounding moors one of the largest bombing ranges in the East.

All during World War II, Nantucket served as an important off-shore base in coastal defense. And after V-E and V-J Day, the Town fathers found themselves the perplexed possessors of one of the biggest and best airports of any small community in the country.

Under a lease from the Navy, Nantucket received the runways, still in excellent condition; 16,300 feet of rather badly-cracked taxiways; 44 buildings; a huge fire-truck; a bulldozer; a spotlight truck for portable field lighting; a dry-roofed hangar (the old one had blown down in a hurricane); a large garage with well-equipped workshops; a double row of Quonset huts; eight others banked with sandbags and camouflaged with sod, in which bombs had been stored; a busy and vitally important Weather Station; and a CAA Communications Post that now told every Island flier anything he needed to know. All this for free—in exchange for Nantucket's signature on a contract saying the Island had received the airport in good condition and would keep it that way.

#### Win First U. S. Suit

Before she would sign, however, the Little Gray Lady had one stipulation to make. She demanded damages for the cracks in those taxiways, which she declared had been caused by careless use before they were ready. With utter disregard for the fact that it is generally considered impossible to sue the Government, and with independence typical of an Island that has threatened repeatedly to “secede” from Massachusetts because of taxation without sufficient re-

presentation in the State Legislature, Nantucket now asked Uncle Sam for \$57,000—and got it! The first Airport in the country to win a Government damage suit, Nantucket became the test case that proved a new rule.

The Nantucket Airport Commission, chosen by the Board of Selectmen, appointed Jean Airport Manager. She had held a manager's license ever since the daisy days, when she subbed for Dave whenever he was off Island. For a maintenance staff, they selected men who knew the Nantucket Airport thoroughly: George Lusk and Tommy Gibson, who had also worked with Dave; Roswell Holmes, who had worked there with the Navy.

The Nantucket Memorial Airport was dedicated to the Island men who lost their lives in World War II: Captain David R. Raub, Robert Cartwright, Theron Coffin, Ralph McGraw, Lieutenant Harrison Gorman, Lieutenant Francis Hanlon, Robert Henderson, Sidney Henderson, William Jones, Ensign Mason Stevens and Commander John T. Walling. A plaque with their names on it will be placed in the new administration building to bear permanent record of their heroism.

In the years since Nantucket has taken over operation of the airport, several improvements have been added: new roads, a plane-parking ramp, field lighting on one runway (the portable lights are still used on the other), and now the administration building. For all these Federal projects, half the money was contributed by Uncle Sam, one quarter by the State of Massachusetts, and one quarter by the Island.

#### Memorial Wins High Rating

And Nantucket has lived up to her promise to keep all this in good condition. Of some 4,000 airports considered by the Air Safety Division, National Aeronautic Association, only 71 were awarded certificates of Good Airport Operating Practice for the highest standards of safety and service... and Nantucket was one of these. Of 6,082 civilian airports considered by the Aircraft Owners and Pilots Association in 1950, Nantucket was one of 151 given Superior Rating for the conveniences and facilities offered.

It is no small job to maintain top standards like these. In order to do it Nantucket's operating crew has to keep on the job every minute. Every day they test their two fire trucks to make sure they could rush right out onto the field if needed. Once a week they test the fire equipment, sprays CO<sub>2</sub>. The big Ford fire truck pumps 4,762 gallons of foam and has a booster tank of 275 gallons of water that could put out a fire in a DC-3.

#### Planes Radio For Help

Fortunately, neither of these trucks has had to be used, though they're always ready to go to the aid of trans-Atlantic fliers or local planes with gear trouble. Three times the trans-Atlantic planes have radioed in for Nantucket to have her fire truck standing by—and then have flown on to La Guardia. Actually, our runways



are too short for them to land on, but—as Airport Manager Cook says—“Someday they will.”

Though those runways may seem small to a DC-3, they seem big to the maintenance crew, who must travel 150 miles back and forth in the huge snow-plow truck just to clean them off. It takes 60 gallons of white paint to brighten up each of the 60-foot-high compass headings at each end of the runways—15, 24, 33—and the four vertical stripes under the numbers that tell a pilot he has 4,000 feet in which to land and stop his plane.

In Summer, it takes one man all

day long every day just to keep the grass mowed, in spite of the gargantuan mowing equipment inherited from the Navy. Nantucket's Airport is larger now than it was then. To the 110 acres of Nobs-deer Farm originally deeded to the Town by Everett U. Crosby, Lawrence Miller has added land to the Northwest where the new road cuts through, which brings the total to 577 acres.

#### 55,730 Passengers In 1951

In 1950, 55,730 people either landed or took off from here, and Northeast Airlines found that only four other stations on its route attracted more passengers. In addition to all the living costs of these people while on the Island, Nantucket received a direct income of \$14,007.84 from her Airport, which paid for most of its operating expenses.

Figures show that this Airport makes more money and costs less to operate than any of those around—Hyannis, the Vineyard, or New Bedford. Furthermore, Nantucket is the only one with either a Weather Bureau or CAA Communications Station—though New Bedford will be getting a radio tower soon.

The importance of having these two Federal bureaus represented here, with all their aids to aerial navigation, can hardly be estimated. (Fliers agree they're a priceless asset to our Island.)

The CAA and the Weather Bureau will occupy offices in the East end of the new administration building, with Northeast Airlines' office and reservation desk next to them on the North side. The Airport Manager's office will be in the Northwest corner, with Holdgate's Flying Service in the Southwest.

The center of the building, with rows of windows North and South, will be a large waiting room, with comfortable lounge chairs and a snack bar operated by Allen Holdgate. The furnishings are being purchased through Tete's Upholstery Shop and plans for decoration include a mural painting by an Island artist.

But most important, the Nantucket Memorial Airport will still have that friendly hospitality that has always been one of its most distinctive characteristics. Today there is a warm community atmosphere about Nantucket's Airport, say fliers, that they seldom find as they move about the country. Part of it comes from the seven families of pilots and CAA personnel who rent quonset huts from the Airport and have converted them into attractive living quarters, with rows of corn and tomatoes, clotheslines, and swings for the seven children who call this home.

#### Travelers Feted

Part of it comes from Nantucket's own individual personality, which prompts Islanders and off-Islanders alike to do unexpected things—like that bowl of strawberries offered by Mrs. Raub, and the leis of Island flowers which were tossed over the heads of artists Kate and Elmer Greene as they flew off last week on the first lap of a European trip. The pilot and stewardess were given leis, too.

But most of the responsibility for making this Airport unique among communities of Nantucket's size lies with the personnel who operate and maintain it, and the Airport Commission members who oversee it: Howard U. Chase, George W. Jones, and Selectmen Irving Soverino, James K. Glidden, Allen Holdgate, Ernest Coffin.

#### Deer Present Problem

There are many duties to maintaining a successful airport, especially this one. For Roswell Holmes, it includes keeping deer off the runways. Hypnotized by the lights, they are apt to stand right in the paths of incoming planes. He has found that putting dried blood on the runways frightens them away.

For George Lusk it included “Operation Duckling”—when a mother mallard led eight of her children over the field and lost them enroute. As one newspaper described it: “The lead duckling zigged when he should have zagged and headed straight down into a closed manhole, his seven brothers and sisters in faithful formation after him.”

George Lusk pried the cover off the manhole and, with considerable difficulty, rescued them. “They didn't want to come out,” he says. “Just kept flying around and around down there in circles.”

This unusual factor of plentiful game close to the Nantucket airport is making it a mecca for off-Island hunters. By advertising Nantucket's hunting season among fliers, Airport Manager Cook has brought many new visitors to the Island in recent years.

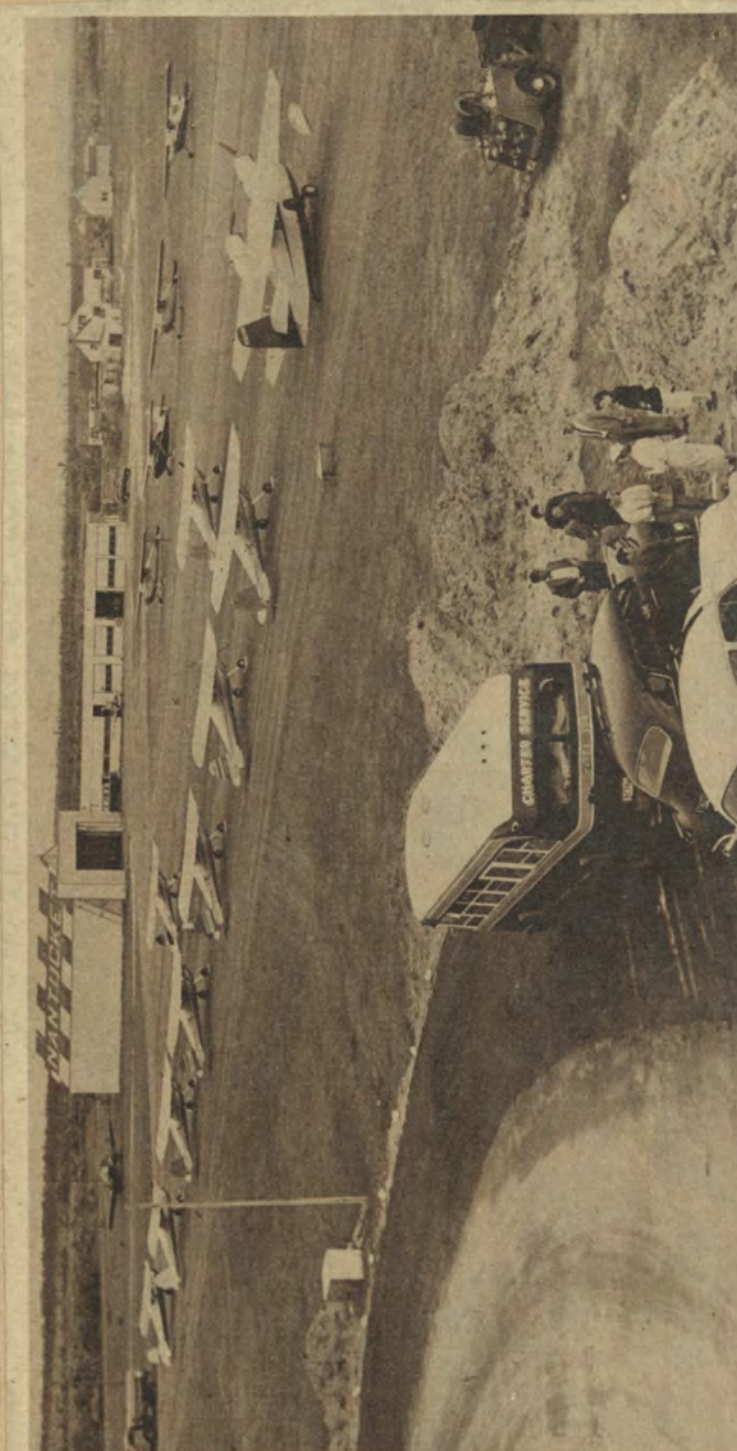
As she says, she hopes Nantucket's Airport may always stand not only for safety and efficiency but for the sort of hospitality not often found on most commercial fields. “Alighting on a field where the personnel have a pleasant word for the passenger, where a homely feeling of pleasure in greeting the stranger is evident, will do more for us than any other one factor. I should like it to be that way always.”

Nov. 23, 1941



A scene at Nantucket Memorial Airport during the Air Tour, showing approximately sixty of the eighty-nine small planes which visited the island over the weekend.

Sept. 22, 1951



THESE AIRCRAFT and others, all based at New Bedford Municipal Airport, have been taking part in “breakfast flights” to Nantucket and other points of interest Sundays this Summer. Seventeen planes were in the flight to Nantucket the week this photo was taken.

Aug. 31, 1952





## The Nobadeer at The Airport

### Nantucket One of 151 "Superior" Airports in The Nation.

In her annual report of the finances of Nantucket Memorial Airport for 1950, Airport Manager Jean A. Cook stated that Nantucket Airport is one of 151 airports in the United States receiving a "Superior" rating for the past year. As of January 10, 1951, there were 6,082 civilian airports in the country, of which only the 151 had the various facilities and services available to earn a "superior" rating. This places Nantucket Airport ahead of 98% of the other airports in this respect, a remarkable record.

#### Airport Receipts and Expenditures During 1950.

##### RECEIPTS:

Based Operators	\$725.00
Based Airline	6,413.60
Transient Landing Fees	480.00
Rentals	3,512.00
Concessions (Cabs \$350, Cigarettes \$511., Other, \$115.72.)	976.72
Hangar Storage (40 p.c.)	893.19
Refunds	147.03
All Other (incl. sale of surplus equipment)	860.30

Total, \$14,007.84

##### EXPENDITURES

Salaries	\$11,838.00
Labor	123.82
Repairs and Equipment	746.88
Gas & Oil (incl. Kerosene)	1,854.63
Buildings	1,611.15
Telephone (including interphone)	385.37
Power	639.26
Runways (incl. \$803.68 for fire equipment)	957.65
Insurance	2,307.91
Administrative	49.63
All Other	752.50
Petty Cash	108.02

Total, \$21,621.85

A total of \$5,044. was also taken out of the receipts as Nantucket's share in the cost of the \$19,704.99 field lighting project which was completed this past year. Adding this to the totals, the figures show that the airport was well run within its appropriation of \$15,000 for 1950, a balance of approximately \$2,300 being carried over to 1951.

Some \$41,119.80 for repairs and rehabilitation of the runways and taxiways was spent at the field during 1950, through the Federal Damage Claim which was awarded Nantucket Airport. This cost the town nothing, for it was done through a War Damage suit, the first claim under the law to be awarded in the entire country.

The funds for the proposed Administration Building are being held over, as the plans for the new structure are still pending. The total grant for this building is \$100,000, of which the town appropriated \$12,500 last year as its proportionate share of the cost.

During the year, the scheduled airlines carried 32,348 passengers to and from Nantucket, Northeast carrying 32,204, and Nantucket Flying Service, operating under a schedule, 194. Non-scheduled air carriers carried a total of 23,385 passengers during the year, with 19,927 passengers traveling in private planes and transient charter ships, Nantucket Flying Service carrying 2,250, and Almeida Airways 908.

The total number of passengers for the year, carried to and from the airport by both charter and scheduled flights, was 55,783.

It is also estimated that 5,000 pounds of air mail were carried to Nantucket during the year, and that 7,714 pounds were flown from the island.

### William H. Tracy With Weather Bureau Fifty-Two Years.

By Sumner Barton in the "Boston Sunday Globe."

First in the nation's erratic weather hit parade, Boston can claim the man with the longest service in the Weather Bureau.

He is William H. Tracy, director of the New England climatological section center, with headquarters at the Federal Building in Boston.

Tracy has been with the Weather Bureau for 52 years. He started as a map distributor and messenger in Nantucket in 1899.

To add another first, Tracy's first assistant, Mark A. Nesmith, has been with the bureau for 49 years. That's a combined total of 101 years of continuous weather service—highest in the nation for a two-man team.

Climatological work is not among the better known activities of the Weather Bureau, but it is of tremendous importance.

This is how highly it was regarded by Franklin R. Roosevelt's Science Advisory Board:

"The climatological service of the Weather Bureau is one of the most extraordinary services ever developed anywhere, and probably nets the public more per dollar expended than any other government service in the world."

"Our service is of value to every industry, profession and activity affected by weather," said Tracy, "and weather affects everything."

Tracy has 250 volunteer, unpaid observers distributed throughout New England. They make daily observations of temperature and precipitation and sent a monthly report to Boston. Here they are checked, processed and sent out for printing.

The section center issues monthly and annually booklets of New England climatological data, which are mailed to subscribers throughout the section.

These booklets over the years provide a valuable guide to anticipated weather conditions in most communities of New England and every type of business from ice cream manufacturing to clothing distribution by it.

Even insurance companies are among the subscribers. They find it wise to have records on hand in case of accidents involving disputed weather information.

Tracy's department willingly gives the answers to more than 650 requests a week from a public seeking stray bits of weather information. In addition, the director provides newspapers with a monthly review of weather statistics for publication.

The courtesy and proficiency of his staff have made it a highly respected segment of Boston's Weather Bureau (there are 6000 in all in the entire network of the United States, Alaska, Puerto Rico and the Hawaiian Islands) may come as a surprise to many, but it is a tribute to weather's fascination and the dignified relationship between observers and the main offices.

Tracy, who now lives at 99 Central avenue, Milton, is a native of Brockton, and a graduate of Nantucket High School. After serving as messenger and assistant observer for some years, he went to the scientific section of Mount Weather, Va., and then came to Boston in 1909.

In 1917, he was appointed official-in-charge at Sandy Hook, N. J. He held the same position in Northfield, Vt., and returned to Boston in 1922. After that he was in charge of bureaus in Grand Rapids, Mich., Syracuse, N. Y., and Buffalo. In June, 1945, he was appointed to his present post.

Nesmith, his first assistant, lives on Sunset road, Stoneham. A graduate of English High School in 1900, his entire weather career has been in Boston with the exception of a short period in Provincetown and temporary appointments elsewhere.

Both men were born in 1882, and will reach the mandatory retirement age of 70 next year.

A major task over the years has been to provide data in legal cases. Now the majority of requests are the result of automobile accident suits in which it is necessary to determine the state of the weather on a particular day. The section center provides certified copies of statistics.

At one time the weather men themselves were subpoenaed. Tracy recalls a time when he was summoned to a Grand Rapids Municipal Court.

"The attorney," he said, "didn't want to waste any more of my time than was necessary so he asked the court if I might go on the stand out of turn. The judge replied, 'Yes, put Mr. Tracy on. I've heard so many lies here, I'd like to hear the truth for a while.'"

That about describes in what esteem the Weather Bureau is held.

Feb. 17, 1951

Jan. 13, 1951

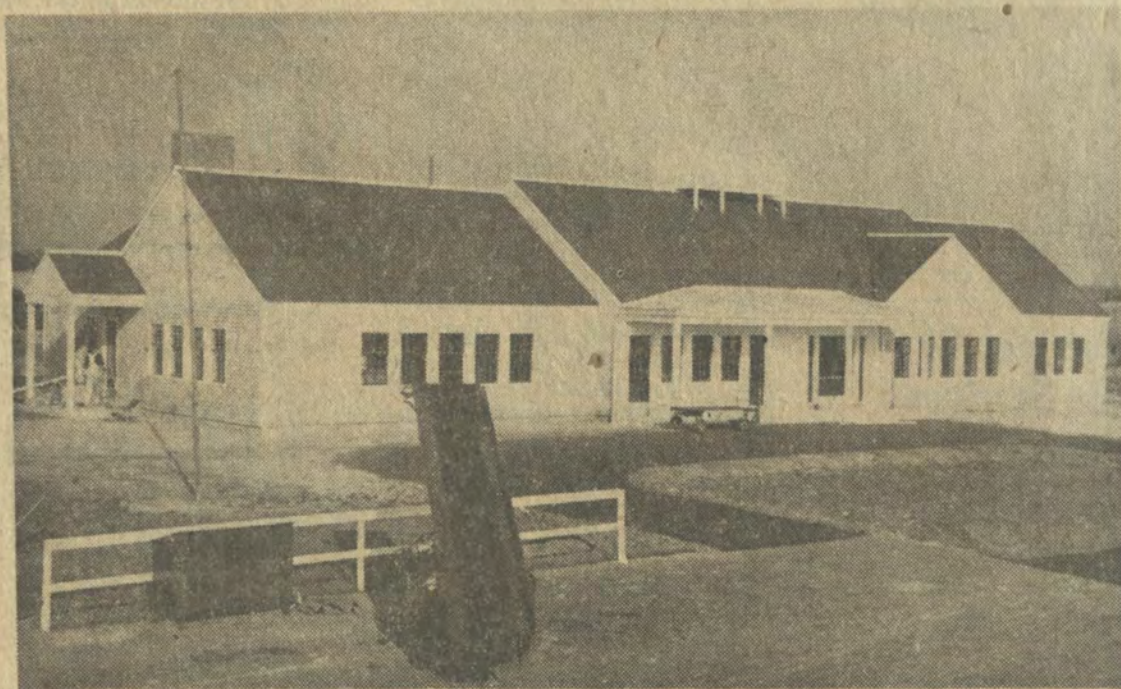




Work has progressed rapidly through the Summer on the new administration building at Memorial Airport in Nantucket. The project cost about \$120,000, with 50 percent contributed by the Federal Government and the State and town sharing the remainder. The work has been done by W. R. Marden Corporation of Boston with Howard U. Chase as resident engineer. The building will house a waiting room, snack bar, airport manager's office and ticket offices for airlines. (Cape Cod Standard-Times Photo)

Oct. 21, 1915 (N. B. Standard)

## Nantucket Airport Building Completed



This is the newly-completed Nantucket Memorial Airport administration building which has been officially turned over to the town. Mrs. Jean A. Cook, airport manager, has moved into her new office and Northeast Airlines has begun using the structure. Nantucket Flying service moved into the building this week and the Civil Aeronautics Authority and the U. S. Weather Bureau will move in later, Mrs. Cook said.

Dec. 22, 1915



# Feline Greeter

THE famous "greeter" at the Nantucket Memorial Airport is Schasta, who welcomes all arrivals at the airport and eats doughnuts with diners at the lunch counter.

Recently, however, disaster struck—Schasta was injured and had to be hospitalized at the Nantucket shelter of our Society. So great was the concern of the airport personnel that a bowl was placed on the counter with a sign which read, "Schasta, the airport cat, is in the M. S. P. C. A. Hospital, quite beat up from his latest escapade and, not having any Blue Cross, we thought that we would take up a collection to help him meet his medical expenses." Well-wishers deposited a total of \$6.33 which was turned over to our Society as a token of gratitude for taking care of Schasta who, by the way, is now fully recovered.



Mrs. Robert Sheridan welcomes Schasta's return.



Here Arthur Orleans tempts Schasta with a bite.



Lucile Cahoon serves a regular customer.

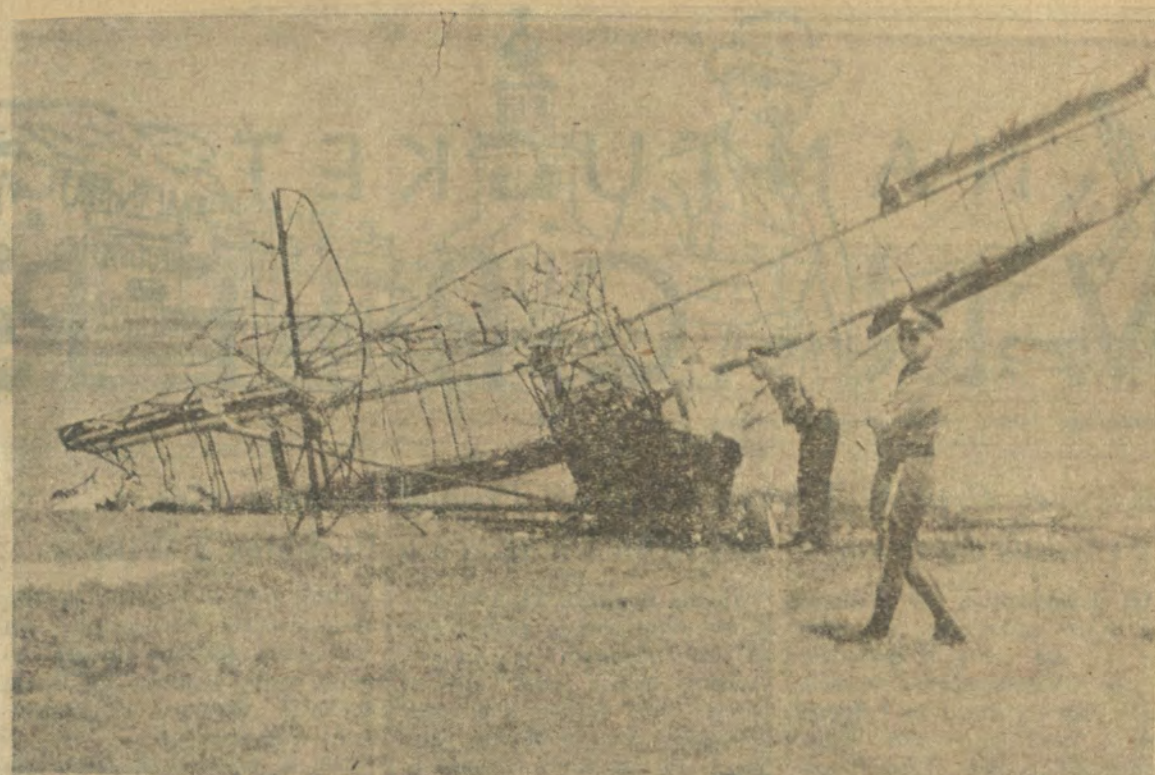
Our Dumb Animals  
May, 1953

## Nantucket Airport Fire Rig



—Jean Adams, Cook Photo

A former tank truck at Nantucket Airport has been converted to a fire truck with a foam capacity of 26,250 gallons. Shown standing with the rig are members of the airport crew, Tom Gibson, left, and Roswell Holmes, chief. John Hamblin is on top of the truck, wearing a safety mask.



Officials examine the twisted wreckage of the single-engine plane that crashed and burst into flames Saturday morning at the Nantucket Memorial Airport, killing two

Framingham men. Inspecting the wreckage are Medical Examiner Dr. Paul B. Cassidy and Police Chief Wendell H. Howes. In the foreground is State Police Trooper Stuart

Fuller. Victims of the first fatal air crash at the airport were Robert J. Augustini, 23, the pilot, and Eugene Salti, 23. (Nantucket Police Photo)

June 22, 1956



## Phenomenal Growth Of Nantucket Airport From Farmer's Field Reflected In Report

The speedy growth of Nantucket as an air terminal, enplaning and deplaning thousands of passengers in the course of a year is almost unbelievable except that record proves it.

Only a little more than two decades ago, Memorial Airport was nothing but a flying field carved from the farm of the late Leslie Holm who was spurred to the conversion by a remark of Colonel Robert McCormick, the Chicago Tribune's famed publisher, when he landed on the Island one day back in the early Thirties.

The late Captain David Raub was the pioneering manager of the Holm field, using an old Fairchild which did so much yeoman service during Island freeze-ups, flying passengers and newspapers, along with Commander Parker W. Gray and Johnny Jones, two other Island pioneering pilots.

It's a far cry back to those days when one reads the annual report of the Airport Commission for the year 1953, giving passenger statistics for the 1½-million dollar Memorial Airport.

A total of 62,961 passengers, 42,487 of them Northeast Airlines passengers, were enplaned or deplaned at Memorial Airport which now boasts of a \$100,000 administration building, encompassing a snack bar, lobby, offices for a federal radio communications service for aircraft and U. S. Weather Bureau, for an airline and plane charter service and for Airport Manager Jean Adams Cook.

Both Islanders and Summer visitors have taken to the air to and from Nantucket with such gusto that the Nantucket terminal stands fifth in Northeast's string of 36 stations, linking New England with New York and Canada, for the largest number of passengers carried during 1953.

Modestly the Airport Commission has reported on this phenomenal growth:

"Nantucket Memorial Airport has continued to increase its value as a convenient means of travel to and from the Island. Both the number of passengers carried and the revenue received have been larger than in any previous year."

In addition to the 42,487 Nantucket passengers which North-

east enplaned or deplaned at Memorial Airport, non-scheduled, charter and private plane flights accounted for 20,474 more Island flying passengers, making the total 62,961 for the year.

And that, says the Commission, is 16 percent more than were enplaned or deplaned at Nantucket in 1952.

"In addition to passengers the freight, express, mail and papers carried for the year, totaled 513,216 pounds or roughly 250 tons" the Commission said.

Another impressive comment in the Commission's report is its statement that the increased Airport business has brought a corresponding rise in income to the town—a record-breaking amount of \$22,667.55 or about 70 percent of the Airport's operational cost.

"The percentage of revenue to operating has risen steadily from 88 percent in 1947 to over 69 percent in 1953," the Commission reported.

"We expect this business will continue to increase if the properties and facilities at the Airport are maintained and improved as the service merits," it adds.

Members of the Commission are: Howard U. Chase, chairman; George W. Jones, secretary; Ernest R. Coffin, Allen W. Holdgate, Irving A. Soverino, Walter M. Rounselle, George W. Burgess Jr., James K. Glidden and John L. Hardy.

Jan. 29, 1954

### Airport Manager Jean Cook Resigns From Position.

Mrs. Jean Adams Cook, who for the past nine and a half years has held the position of Manager of Nantucket Memorial Airport, this week tendered her resignation to the Nantucket Airport Commission. The first indication of her forthcoming resignation was received by the Airport Commission at their January 25th meeting, and Mrs. Cook submitted her written resignation to the Commission on Tuesday of this week.

The resignation was accepted by the Commissioners, to take effect on Monday, February 14. Thomas F. Gibson, who was appointed assistant to Mrs. Cook several months ago, will take over the position until such time as a new appointment is made by the Commission. Applications for appointment are being received until February 22.

In her letter of resignation, Mrs. Cook said in part:

"It is with sincere regret and studied deliberation based upon personal and health reasons that it is deemed advisable for me to resign.

"My association with Nantucket Airport and the Board of its Commissioners has been nothing but satisfactory for the past 9½ years.

"Thanking you sincerely for your outstanding cooperation.

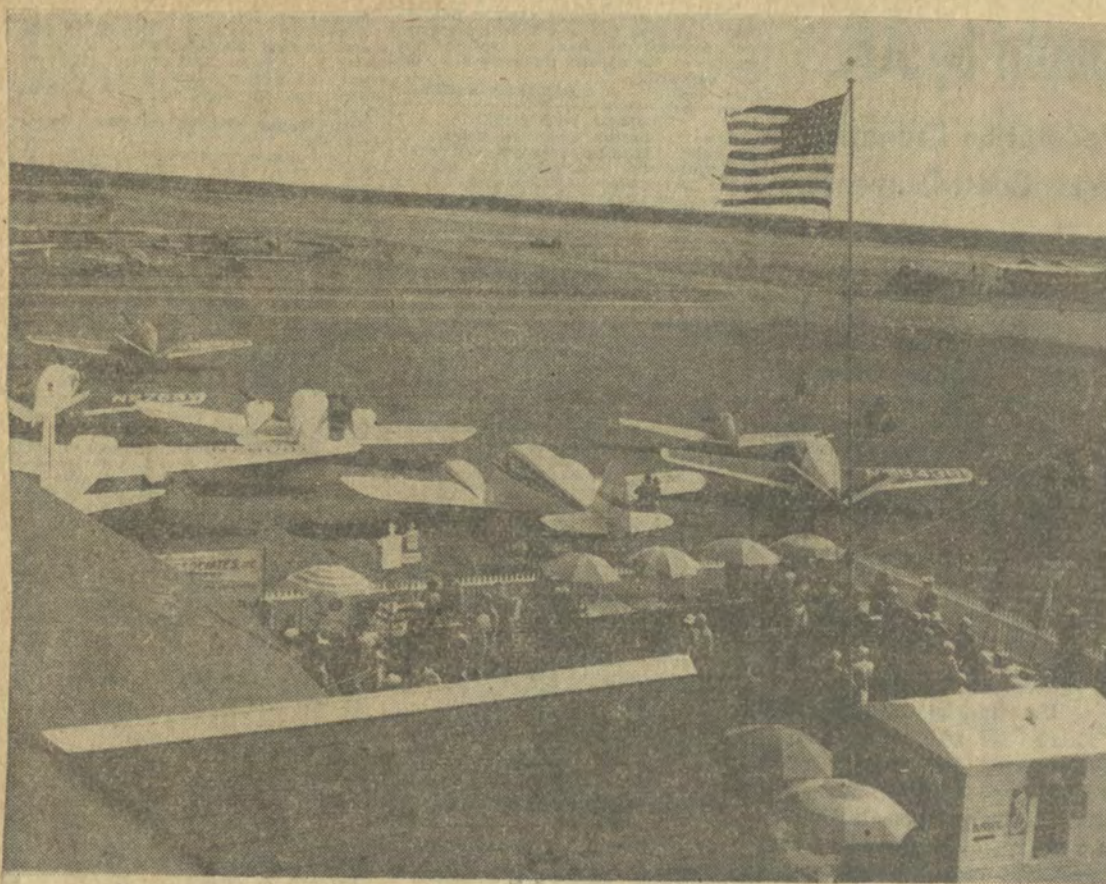
"Your continued friend and supporter,

"Jean Adams Cook,  
"Licensed Manager, No. 16"

Feb. 12, 1955

## Pilots Spend 6,000 Silver Dollars

### at Nantucket



NANTUCKET HOST TO AIR ENTHUSIASTS.—Here are some of the 170 aircraft, most of them light single or twin-engine models, which brought flyers to Nantucket for weekend session of the Aircraft Owners and Pilots Association.

—Standard-Times Staff Photo

Sept. 20, 1954

### Thomas Gibson New Manager Of Memorial Airport.

At a meeting of the Nantucket Airport Commission held Tuesday evening, Thomas F. Gibson, of 2 Prospect street, was appointed to the position of Manager of Nantucket Memorial Airport.

Mr. Gibson will take the place of former manager Jean Adams Cook, who tendered her resignation at a recent meeting of the Commission, effective February 14. Mrs. Cook had held the position for 9½ years.

Employed for several years at the field, Mr. Gibson was appointed assistant manager of the airport last year. There were two other applicants for appointment to the position of Manager, Burt M. McConnell, a summer resident of the island, and Howard U. Chase, Chairman of the Airport Commission. A letter of inquiry was also received from a party in New Bedford, but no application for appointment was received from the latter source.

Feb. 26, 1955

### Gibson Appointed Airport Manager

Thomas F. Gibson was appointed airport manager at a meeting of the Airport Commission.

Mr. Gibson who has been serving as assistant manager of the Airport since last November has been on its maintenance staff for the past eight years. He holds a pilot's license.

The new manager will take a State examination for airport manager as required by law.

Mr. Gibson succeeds Mrs. Jean Adams Cook who resigned last week for personal and health reasons. The Airport manager's post pays an annual salary of \$3,146.

In addition to Mr. Gibson, applicants for the post were Howard U. Chase, a member of the Commission; Burt M. McConnell, Robert Walsh and Samuel Sweet of New Bedford.

Feb. 25, 1955



### Construction of Radio Range Near Altar Rock to Begin.

A Visual-Oral Range radio station which will be similar in design to the facility now operated by the Civil Aeronautics Administration at Miacomet, will be constructed near Altar Rock. The station is being constructed by the C.A.A., and when completed the unit will be operated by remote control by C.A.A. personnel at the Nantucket Memorial Airport.

It is expected that the new station will supersede that now in operation at Miacomet, and that the latter will be dismantled upon the commissioning of the new radio facility. The range stations of this type which are located at various points throughout the country, play an important part in the modern system of air transportation, the Nantucket station being used chiefly by aircraft flying to and from Europe.

The building which will house the equipment and the rather weird antenna system were received at Providence this past week, following shipment from Oklahoma City, Oklahoma. It is expected that the shipment will arrive on Nantucket within the next three or four days. The total weight of this single shipment is between 16 and 18 thousand pounds.

The construction of the building and antenna will be done by the Power Line Construction Corporation, of Altoona, Pennsylvania, that company receiving the contract on a low bid of \$31,000.00. The crews of men are expected to arrive on the island early next week and will start work immediately on what will probably be a three-month construction project.

The site of the range station is to be a small hill approximately 300 feet to the east of Altar Rock. Altar Rock itself was chosen as the site, but due to a stipulation in the deed when the land was originally given to the Town of Nantucket as a public park, no building may be erected there. The site was preferred, as one of the "legs" of the radio signal emitted by the range station would have lined up with one of the runways at Nantucket Memorial Airport. However, the final site, the smaller hill, will do nearly as well, and the public park land will be undisturbed, much to the relief of many of our citizens.

### Testing of Radio Range Completed Friday.

The Civil Aeronautics Authority has completed the testing of the temporary omni-directional range station which was situated near Altar Rock, and the "flying laboratory" left Friday afternoon for New York.

It was disclosed that the tests of this range were very satisfactory, and the results will be evaluated by government engineers. The temporary station will probably be dismantled over the week end, and will be shipped back to the mainland.

The omni-directional range station, known as a "VOR", was erected merely for test purposes. It was of

the same type as the station which has been in operation for some time at Miacomet, and, if the current tests have proved the Altar Rock location sufficiently valuable, the Miacomet station will be moved.

While the VOR station at Miacomet gave satisfactory coverage for trans-Atlantic flights, the Massachusetts Aeronautics Commission and other agencies felt that a location which would allow one of the "legs" of the beam to line up with the northeast-southwest runway at the field would be of great assistance to aircraft landing at Nantucket Memorial Airport during poor weather conditions.

The temporary station was checked by one of the Massachusetts Aeronautics Commission planes, as well as by the C.A.A. ship, and they also gave a very favorable report of its operation.

At the same time the VOR station at Altar Rock was checked, Calibration runs were also made on the very high frequency direction-finder apparatus located at the C.A.A. station at the Nantucket Memorial Airport.

The "VHF-DF", as it is called, automatically gives compass bearings on an incoming radio signal, and the Nantucket installation is one of the few in the United States. The equipment is merely a very sensitive receiver, using a specialized antenna system which is mounted on top of the platform beside the Administration Building. Unlike Radar, this system of orientation of radio signals requires no signal to be transmitted, bounced off an object and received.

It was found that the bearings given by the VHF-DF system were extremely accurate, and adjustments to the apparatus to be made when the results of the tests have been evaluated will increase this accuracy.

One minor fact brought out by the testing of equipment by the Massachusetts Aeronautics Commission will be of interest to TV viewers on the island. The VHF signals transmitted by the temporary range station are, like television "line of sight" radio waves. In fact, the comparison is excellent, as the frequency used by the station is among the many commercial and government signals which are transmitted in the frequency range between television channels 6 and 7.

The state test plane picked up the signals from the Nantucket range station strongest at an altitude of 4,000 feet, while flying over Boston. Over Hyannis and over Martha's Vineyard the greatest signal was received at a much lower altitude, from 400 to 600 feet.

For all practical purposes, since the M. A. C. test plane had to climb to such a great altitude before it received a usable signal from the station, it would appear that nearly the same comparison could be made to Nantucket's television reception. The great height of the television transmitting antennas on the mainland reverses the situation, but it is estimated by engineers that a 300 to 400 foot antenna would be necessary before Nantucket could receive anything other than a signal which has been reflected by the atmosphere.

That a reflected signal is what we receive here is proved by the great effect the weather conditions have on reception, and also by the fact that high-flying planes often reflect an almost perfect picture to island antennas. Planes at lower altitude, however, often ruin reception completely.



—Standard-Times Staff Photo

NANTUCKET AIRPORT RUNWAY extension construction has started and it is expected the 1,000-foot addition will be ready for use this early Summer. Working at the scene are, left to right, John L. Burns of Wrentham, on bulldozer, a subcontractor, James N. Layman, engineer for William A. Jones, Inc., of Hyannis which has the general contract, and Frank A. Reyes, resident engineer for the Fay, Spofford and Thorndike firm. Over-all cost of the extension is set around \$144,000. The Jones firm made a bid of \$98,499. The runway will have a mixed-in-place bituminous base and will lengthen the northeast-southeast runway at Nantucket Airport to 5,000 feet.



MARCEL E. GOUIN

## New Nantucket Board Appointed

### Admiral Gouin Named To Airport Commission

Special to The Standard-Times

NANTUCKET, March 14—Retired Vice-Admiral Marcel E. Gouin, who served in the Pacific Theater of Operations, has been named to a three-year term on the new five-man Nantucket Airport Commission.

The surprise appointment of Admiral Gouin was made during an executive session of the Board of Selectmen last night and announced today.

Also appointed to the reorganized commission were Albert L. Manning, for three years; former Selectman John L. Hardy and Harrison C. Gorman, for two years, and Albert Egan, for one year. Former Selectman Hardy

and Mr. Gorman were the only two members of the old commission reappointed.

Members dropped were Chairman Irving A. Soverino, who is ill; Sewer Commissioner W. Marland Rounselle, Selectman Kenneth N. Pease, Ernest R. Coffin, Allen Holdgate, Selectman James J. Glidden, who had served as secretary, and George W. Burgess.

Other major appointments announced were those of Fire Chief Irving T. Bartlett, Town Accountant Josiah S. Barrett, Superintendent of Streets Matthew L. Jaeckle, and Dr. Wylie L. Collins, town physician.

The selectmen, in announcing the appointments of three new members to the public relations committee, disclosed that the present chairman, Maurice F. Kiley, and his associate, William J. Henderson, had been dropped. Appointed to the committee were Robert Murray, Robert Caldwell and Sidney Killen. They will serve with the present members. Robert A. Hardy and Mr. Holdgate.

Mar. 14, 1958

Disaster  
see Special  
Occasions

Apr. 6, 1953





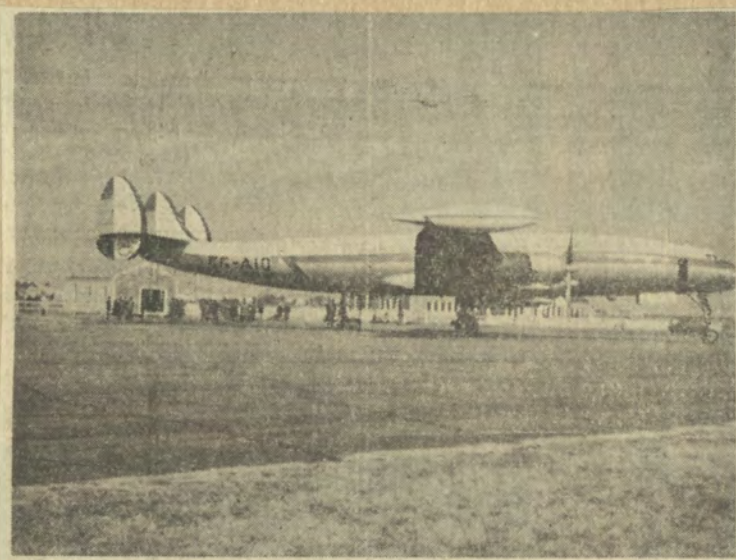
Looking slightly like the far turn at Hialeah race track, this white fence now prohibits parking in the area in front of the Airport administration building. The fence is being constructed completely around the circle, and leaves very little room for automobile parking and the normal flow of traffic.



Photo by S. Day  
Thomas F. Gibson

Manager Gibson was re-appointed for the seventh year as Airport Manager. The salary for the position is \$5,000 per year. He was first appointed in 1955 following the resignation of the former manager, Mrs. Jean Adams Cook, now Mrs. Jean Shaw.

Feb. 16, 1962



#### Four-Engine Spanish Airliner Forced to Land At Nantucket

A four-engine Super Constellation airliner with 40 passengers aboard, belonging to Iberia Lineas Aereas de Espana, made an emergency landing at Nantucket Memorial Airport at 10:15 this morning. The plane was en route to New York from Madrid, Spain.

As the airliner approached the United States the plane's commander was told of bad weather conditions at both New York and Boston, and was advised to land at Nantucket, where the weather was perfectly clear. Airport Manager Thomas Gibson said that to his knowledge the Super Constellation is the largest plane ever to land at the airport.

The commanding officer of the plane is Alvarez Pineiro, and the assistant commander is Alonzo Pombo. The pilot said the airliner had battled very heavy winds on the way across the Atlantic.

The majority of the passengers aboard the airliner were Spanish, and there were only two women aboard. An American passenger reported that most of the men were Spanish construction engineers, visiting this

(Continued on Page Six)

country to study our construction methods.

Due to immigration regulations, the passengers were not allowed to leave the vicinity of the plane, and were guarded by State and local police. The plane is being serviced with gasoline by Leslie Costa.

When word was received by the C.A.A. of the impending landing, Les Bachman, C.A.A. chief, notified Manager Gibson to have the fire truck and other emergency apparatus available in case it was necessary, but the landing was made without incident.

At this writing the airliner is still at the airport, and it is not known how long it will remain.

Feb. 1959



